

Placer County Transportation Planning Agency (PCTPA)



Placer Bus Stop Facilities Assessment and Improvement Plan



June 2026

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EXECUTIVE SUMMARY

PURPOSE

The Placer Bus Stop Facilities Assessment and Improvement Plan is the region’s countywide effort to enhance the comfort, safety, and accessibility of all Placer County Transit (PCT), Roseville Transit, and former Auburn Transit fixed route bus stops. This plan builds on recent planning efforts by the Placer County Transportation Planning Agency (PCTPA) and Roseville Transit, including their Comprehensive Operational Analyses (COA) and Short-Range Transit Plan (SRTP), to enhance public transit services in Placer County. The plan assesses the current conditions of bus stop facilities across the three transit agencies and recommends opportunities to create a more consistent, accessible, safe, and comfortable passenger experience.

The goal of the plan is to create upgrades that feel cohesive and elevate the overall experience of public transit spaces and provide pieces of infrastructure communities are proud of. The plan is also meant to be used as a supporting resource that can help local jurisdictions’ efforts to acquire available funding for bus stop and adjacent bike and pedestrian accessibility improvements. This plan includes:

- A review of existing conditions, relevant planning documents, and standards and design guidelines for bus stop facilities.
- Bus stop typology classifications and recommended improvements for each stop.
- An implementation roadmap and cost estimates for achieving the recommended improvements.

PROCESS

As shown in Figure 1, the development of the plan began in Summer 2025 and was completed in Spring 2026.

Figure 1: Placer Bus Stop Facilities Assessment and Improvement Plan Timeline



KEY TAKEAWAYS

Section 5, Section 6, and Section 7 provide a recommended roadmap for agencies to use when implementing new bus stops and existing bus stop improvement projects. A summary of key takeaways can be found below:

- Bus stop typology classifications¹ categorize bus stops based on ridership activity and surrounding land uses. These classifications will be used by transit agencies to determine necessary amenities and future improvements needed. Sub-category designations will serve as an overlay to the main categories and help prioritize the implementation of recommended improvements within each bus stop category. Section 5 provides more information on how the categorization process was determined.
 - Bus stop typology categories
 - Category 1 – Highest Priority: located in areas with high existing ridership activity, high population density, and/or high job density
 - Category 2 – High Priority: located in areas with high existing ridership activity that have either moderate population density or job density
 - Category 3 – Moderate Priority: located in areas that meet at least one of high existing ridership activity, population density, or job density
 - Category 4 – Standard Priority: located in areas with low to moderate existing ridership activity, job density, and population density
 - Sub-categories
 - Commuter stops: bus stops that are served by a commuter route
 - Transfer stops: bus stops that are served by two or more local routes or provide local connections to regional transit options
 - School zone stops: bus stops that are within a ¼ mile of schools, colleges, and/or universities
 - Equity area stops: bus stops that are in an area that is ranked very high in the Transit Needs Index (TNI),² in an area with a high percentage of minority populations, or is near hospitals and medical centers
 - Key destinations: bus stops that are near schools, colleges, libraries, government services, senior facilities, medical facilities, large shopping centers, and other likely destinations for transit riders
- Future improvements should be prioritized based on category and sub-category designation:
 - Improvements for Category 1 stops should be the highest priority followed by Category 2, Category 3, and finally Category 4 stops being the lowest priority.
 - Within each typology category, transfer stops should be prioritized first, followed by equity area stops, key destination stops, school zone stops, and commuter stops. Stops that do not have a sub-category designation should be the lowest priority within each typology category.

¹ See Section 5 for more detailed information on bus stop typology.

² The Transit Needs Index was developed for Placer County Transportation Planning Agency's Comprehensive Operational Analysis and includes the following characteristics: youth (age 18 and younger), seniors (age 65 and older), individuals with a disability, low-income individuals (below the federal poverty level), and households without a vehicle.

- Suggested improvements are based on stop category and separated into three buckets: recommended, preferred, and optional. Recommended improvements are the baseline improvements necessary for each bus stop to meet the amenities criteria based on category. Preferred improvements are additional amenities beyond the baseline for each category that would improve the passenger experience at each bus stop. Optional improvements are low priority improvements that may be implemented depending on funding availability and passenger feedback.
 - For PCT, there are 273 recommended improvements, 255 preferred improvements, 101 optional improvements, and 90 bike and pedestrian improvements across 147 existing and new bus stops. For Roseville Transit, there are 196 recommended improvements, 273 preferred improvements, 71 optional improvements, and 66 bike and pedestrian improvements across 147 existing and new bus stops.
- Low- and high-cost estimates for the recommended, preferred, and optional improvements were developed based on recent California bid data, agency experience, and engineering judgment. A range for the cost estimates was applied based on professional judgement to account for any potential variability between estimated cost and existing conditions.
 - The total cost estimates for all improvements for both transit agencies, including a 20% contingency, range from \$24,409,920 (low-estimate) to \$49,229,040 (high-estimate).
- Project delivery of bus stop improvements will require inter-agency coordination between transit agencies, local jurisdictions, and utility companies, if applicable, and will be made outside of this planning effort.

1 INTRODUCTION

1.1 OVERVIEW

Transit is a vital service to many residents of western Placer County, and the bus stop facilities are an essential aspect of that service. Bus stops are more than just waiting areas; they are the gateway to western Placer County's transit system, as well as visible infrastructure tied to defining part of a local community's public-facing image. PCTPA is committed to providing consistent, accessible, and safe bus stop facilities to improve the overall passenger transit experience.

This plan builds on the recommendations included in the recently adopted Roseville Transit COA, PCT and Auburn Transit COA, and PCTPA joint SRTP planning efforts completed in 2024 and 2025. The development of the plan included the following steps:

- An existing conditions report was prepared to summarize the existing documents, standards, and practices relevant to the bus stop facilities and adjacent infrastructure in western Placer County. Site visits for bus passenger facility field data collection and inventory were conducted to support decision-making regarding stop improvement priorities.
- Community and stakeholder outreach were conducted to help identify what types of bus stop improvements are most important to the public and transit operators.
- Bus stop design guidelines and specifications based on nationwide best practices and existing agency standards were developed to identify general design parameters for stops and their amenities.
- A bus stop typology was developed to define four categories of amenities that are most appropriate at a stop. Each category has recommended, preferred, and optional amenities. Each existing and planned new stop was assigned to one of the four categories based on existing ridership and nearby population and employment density. Five sub-category designations were used to assess which stops in each category are most important for implementation of the recommended improvements. They are based on service functions (e.g., transfer points) and populations served near the stop (e.g., equity areas and key destinations).
- Bus stop improvement recommendations were developed by comparing the existing amenities and their condition at each respective stop (based on the field data collection) with the desired stop amenities for the stop's category.
- Finally, an implementation strategy that includes order-of-magnitude cost estimates and potential funding sources was developed to guide the deployment of the recommendations.

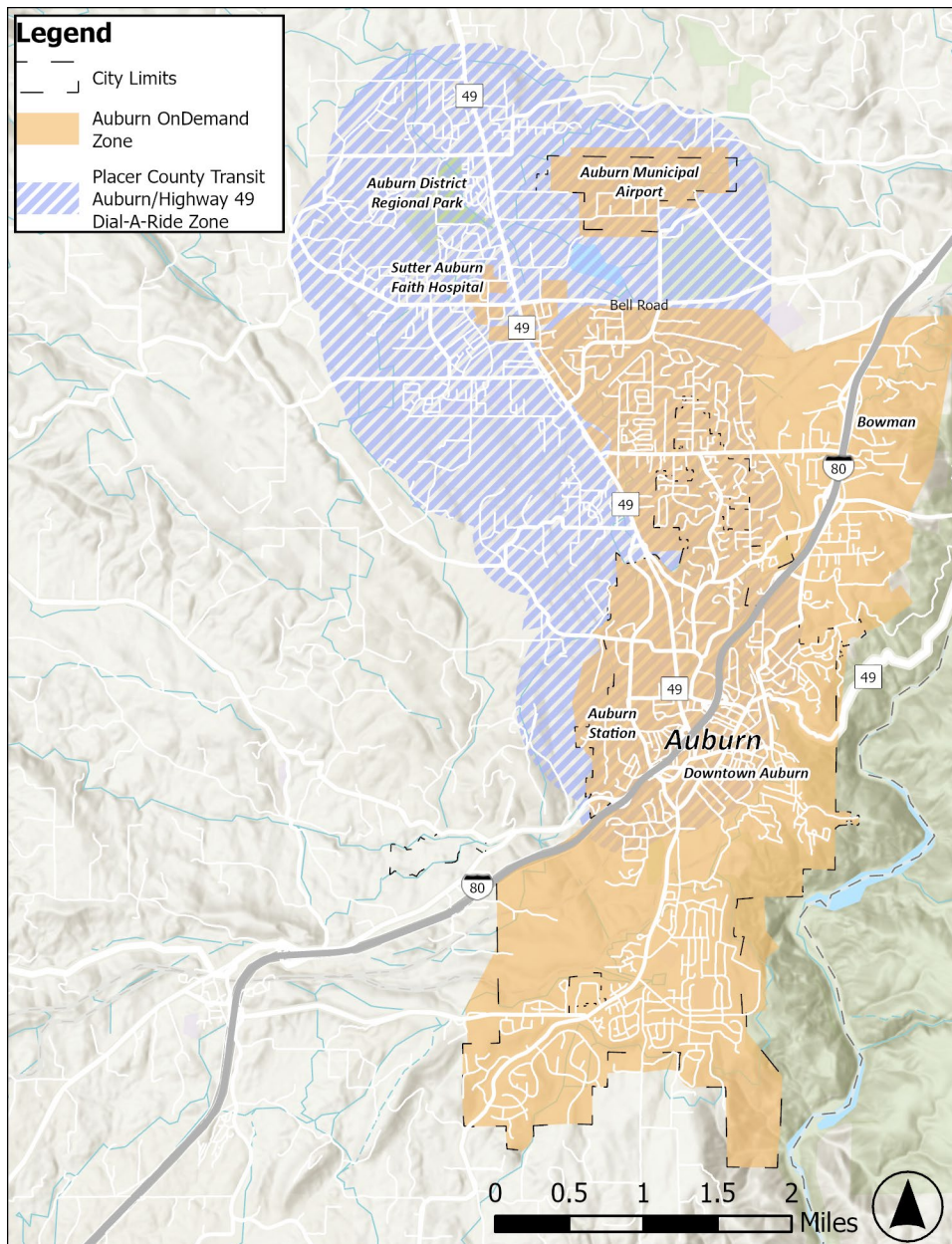
1.2 EXISTING TRANSIT SERVICES

Three agencies provide transit services in western Placer County: Auburn Transit, PCT, and Roseville Transit. A high-level summary of the existing transit services is shown below, while the full report with more details on service ridership and bus stop issues and requests can be found on the [project website](#).

1.2.1 AUBURN TRANSIT

Auburn Transit operates the Auburn OnDemand service, available Monday through Friday from 6:00 AM to 7:00 PM and on Saturday from 8:00 AM to 5:00 PM. The Auburn OnDemand service replaced the agency's fixed-route service, which has been discontinued as of 2023. In October 2024, Auburn Transit coordinated with PCT to amend their service area to better serve the Auburn area and include service to new communities including Bowman (shown in Figure 2).

Figure 2: Auburn Area Transit Service Map

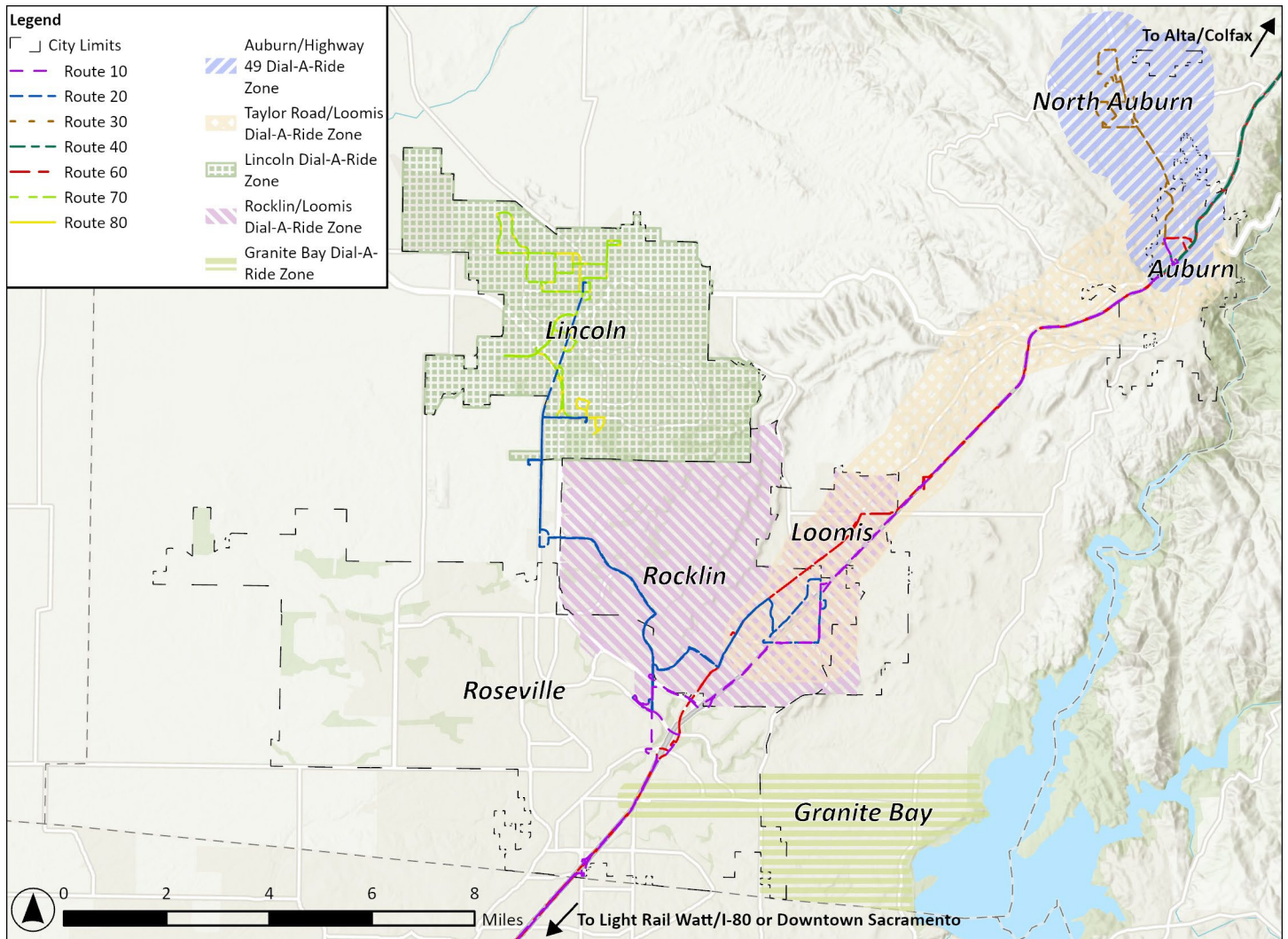


Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis, 2025.

1.2.2 PLACER COUNTY TRANSIT

PCT provides fixed route and Dial-A-Ride service in both unincorporated Placer County and in incorporated cities and towns within the county. PCT currently operates six fixed routes,³ one commuter route, and five Dial-A-Ride zones, as shown in Figure 3.

Figure 3: Placer County Transit Service Map



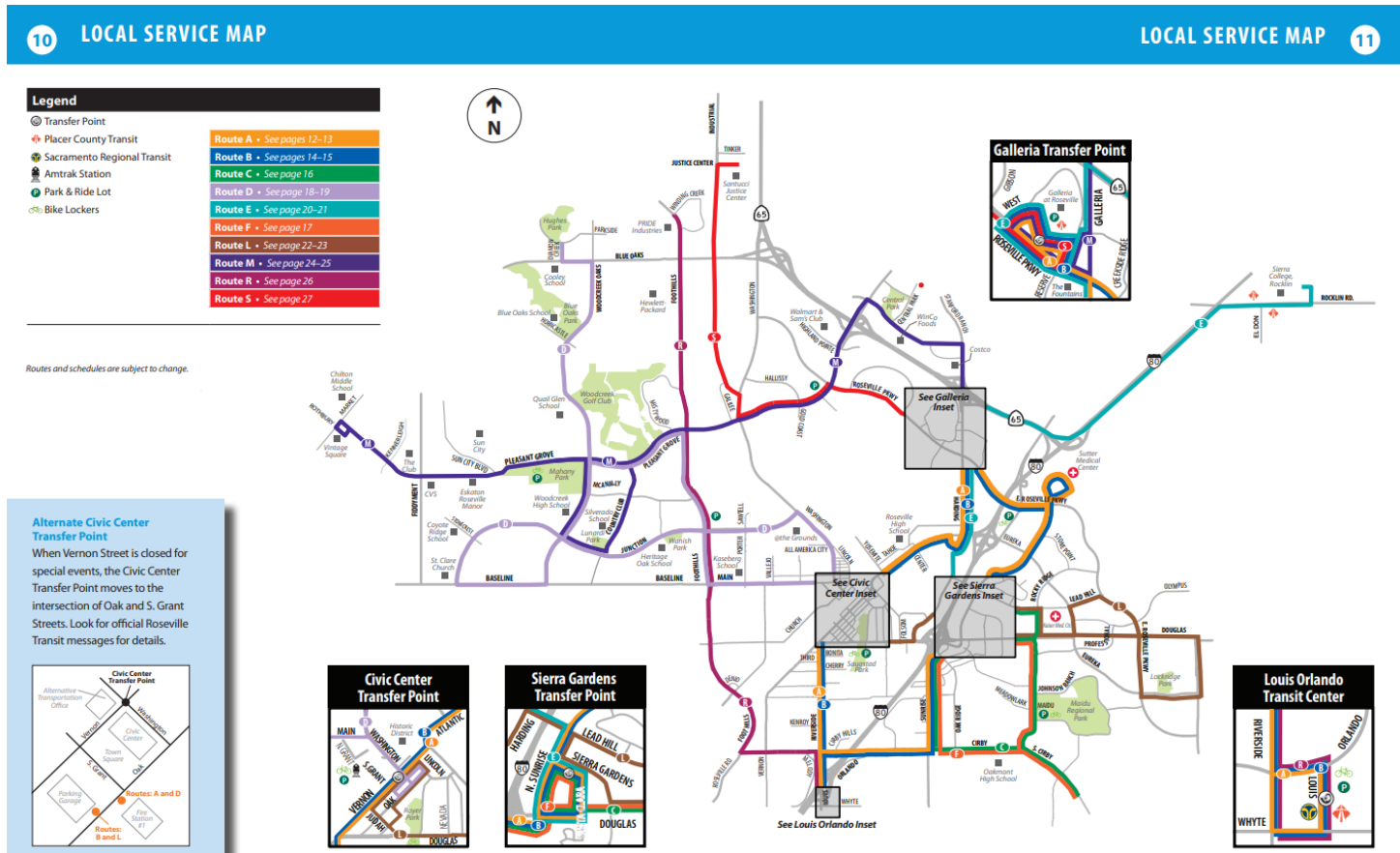
Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis, 2025.

1.2.3 ROSEVILLE TRANSIT

Roseville Transit operates three services: local fixed routes (shown in Figure 4), commuter services, and the Arrow on-demand service. The Arrow and Americans with Disabilities Act (ADA) Paratransit services both operate within the jurisdictional boundaries of the City of Roseville during regular service hours and on Sundays. Roseville Transit currently operates ten local bus routes and Commuter service between Roseville and downtown Sacramento.

³ Beginning July 1st, 2025, the Taylor Road Shuttle (formerly Route 50) was removed as a fixed route and began operating as a Dial-A-Ride zone. The new name is Taylor Road/Loomis Dial-A-Ride.

Figure 4: Roseville Transit Local Service Map



Source: Roseville Transit, 2025.

2 EXISTING CONDITIONS, DOCUMENTS, AND STANDARDS

To understand the existing conditions and standards relevant to bus stop facility design, the project team reviewed local and regional planning documents and bus stop standard guidelines. A high-level summary of the findings are shown below, while the full report can be found on the [project website](#).

2.1 EXISTING CONDITIONS⁴

- Demographics
 - Population density is sparse throughout the study area, with higher concentrations located in Rocklin and Roseville.
 - Areas with a higher concentration of people that are more likely to rely on transit⁵ include North Auburn near Quartz Drive and Galena Drive, southwest Lincoln near First Street Community Church, northwest Lincoln near Fred Festersen Park, northwest Rocklin near Gold Circle, and southeast Roseville near Centerpoint Community Church.
- Travel patterns
 - Key destinations include the Roseville Galleria, Thunder Valley Casino and Resort near Lincoln, Sierra College and Jessup University in Rocklin, and the Kaiser Permanente and Sutter Health medical centers in Roseville.
 - Most of the Placer region's top employers are located in Roseville, Rocklin, and Auburn.
 - The largest proportion of total weekday trips occurred within the Roseville West area, followed by Rocklin and Lincoln.
 - By 2027, 22% of the growth in trips is projected to occur within the Roseville West area, followed by 13% within Rocklin, and seven percent in Lincoln.
 - Future developments in the study area include Placer One, a 2,213-acre development in unincorporated northwestern Placer County, and the Placer Vineyards and Cook-Riolo/Vineyard Corridor areas, which will consist of residential units, commercial uses, and schools.
- Land use and zoning
 - Western Placer County is composed of rural residential, agriculture, and open space land uses with higher density residential and urban areas located within city jurisdictions.
 - The land use designations from the General Plans for each jurisdiction and the unincorporated County indicate that the major activity centers are located adjacent to major corridors including I-80 and State Routes 49, 65, and 193.
- Bus stop inventory

⁴ Population, demographics, and trip generator data is from the Placer County Transportation Planning Agency's [Comprehensive Operational Analysis](#).

⁵ This was identified through the development of a Transit Needs Index which identified the percentages of residents that are low-income, seniors, have a disability, are below the poverty level, and do not have access to a vehicle.

- As of 2025, the overall existing network includes 153 bus stops operated by PCT, 181 bus stops operated by Roseville Transit, and 12 bus stops that are still in place from the discontinued Auburn Transit fixed route service.
- Thirty-five percent of the existing bus stop facilities include transit shelters and 37% include benches.
- An interactive online viewer showing the complete bus stop inventory with associated passenger amenities and adjacent site accessibility and roadway conditions can be found [here](#).
- Boarding and alightings
 - PCT
 - The top five bus stops based on boarding and alighting activity serving PCT's network are Roseville Galleria, Twelve Bridges Library in Lincoln, Auburn Station, Louis Lane & Orlando Avenue transfer location in Roseville, and the Thunder Valley Casino near Lincoln.
 - PCT's primary transfer points include the Galleria, Twelve Bridges Library, Auburn Station, Rocklin Station, Colfax Depot, and Loomis Station.
 - Roseville Transit
 - The top five bus stops based on boarding and alighting activity serving Roseville Transit's network are Galleria Transfer Point, Louis Orlando Transfer Point, Civic Center Transfer Point Southbound, Civic Center Transfer Point Northbound, and Sierra Gardens Transfer Point.
 - The primary transfer points—Galleria, Louis Orlando, Civic Center, and Sierra Gardens—represent the highest boarding locations in the system.

2.1.1 FIELD DATA COLLECTION

For all existing and planned bus stops for PCT and Roseville Transit, the project team collected field data for stop information, roadway characteristics, and the presence and condition of passenger amenities over a one-week period. All facilities and associated amenities were analyzed and evaluated for presence, condition, dimensions, and other relevant information to gain a comprehensive understanding of the existing conditions for every bus stop. This effort produced a detailed data inventory matrix that highlighted any bus stop deficiencies and provided insight for the improvement recommendations described in Section 6.1. A detailed memo describing the data collection methodology and findings can be found on the [project website](#).

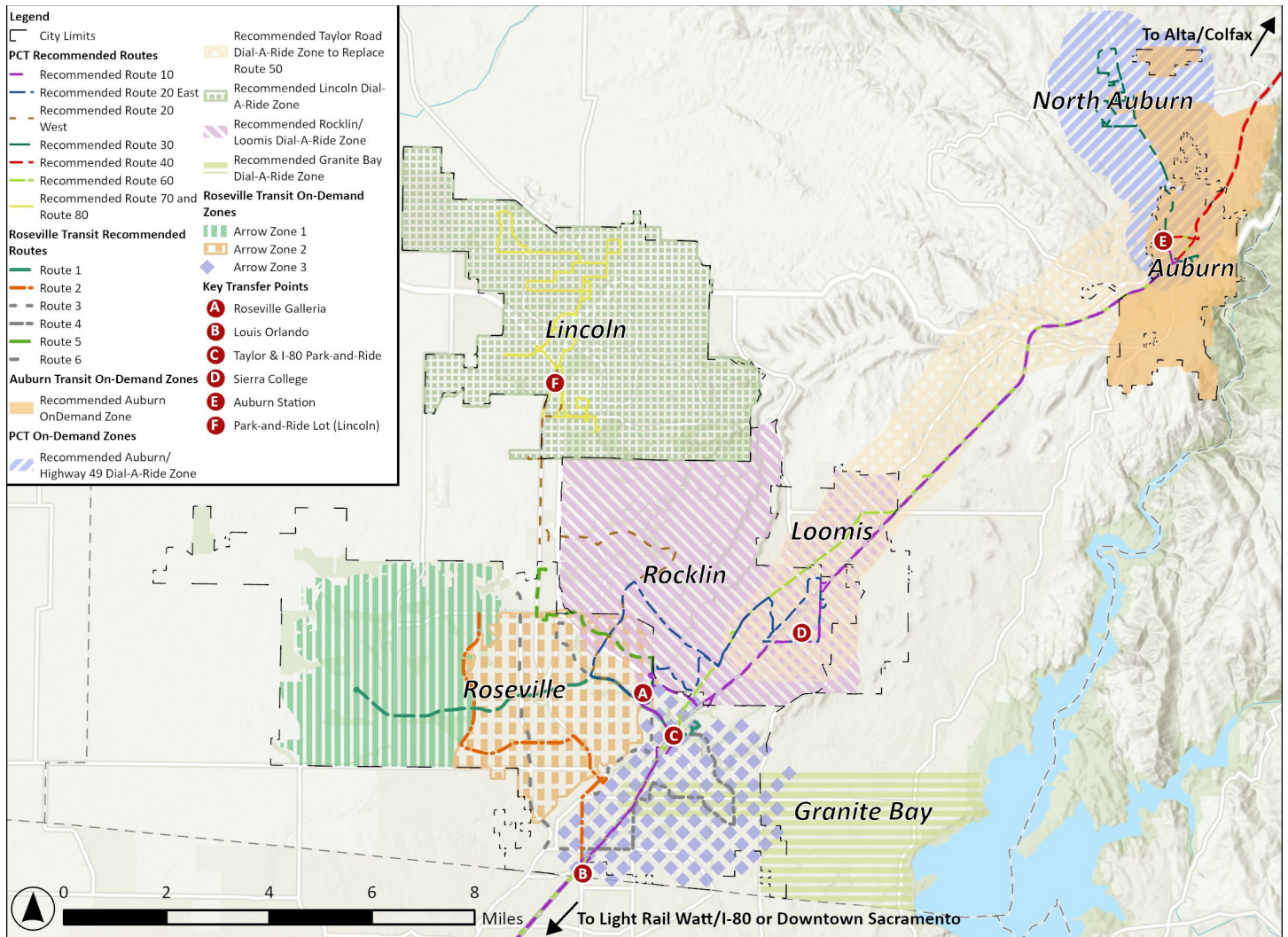
2.2 DOCUMENT REVIEW

2.2.1 SHORT-RANGE TRANSIT PLAN

The PCTPA SRTP was adopted in June 2025, and provides a roadmap to provide better, more connected and coordinated transit services in western Placer County.

Figure 5 shows the combined service plan outlined in the SRTP, which incorporates the recommended transit routes and on-demand zones for all service providers, as well as several key transfer points between the three operators and other regional providers outside of the county.

Figure 5: PCTPA SRTP Combined Recommended Service Plan



Source: Placer County Transportation Planning Agency Short-Range Transit Plan, 2025.

2.2.2 LOCAL CAPITAL IMPROVEMENT PROGRAMS

A review of Capital Improvement Programs (CIP) for each jurisdiction identified projects associated with or located adjacent to existing or planned bus stops in western Placer County. Projects in these CIPs include pedestrian and bicycle improvements, safety improvements, road widening and pavement projects, intersection improvements, and corridor studies.

- Rocklin
 - There are five projects in Rocklin's CIP located near bus stop facilities. Two of these projects are ongoing while the remaining three are estimated to be completed between 2026 and 2028. The three future projects include at-grade railroad roadway and pedestrian improvements, Rocklin Road widening, and Sunset Boulevard widening.
- Loomis
 - There is one project in Loomis's CIP located near a bus stop facility (Taylor Road Corridor Study). The project's estimated completion date is to be determined.
- Lincoln
 - There are seven projects in Lincoln's CIP located near bus stop facilities. Five of these projects have been recently completed while the remaining two are to be determined (Ferrari Ranch Road Intersection Improvements Project and the I Street Rehabilitation).
- Colfax
 - There is one project in Colfax's CIP located near a bus stop facility, which was recently completed in 2025.
- County of Placer Department of Public Works
 - There are 12 projects in the County of Placer Department of Public Works' CIP located near bus stop facilities. All 12 of these projects have estimated completion dates to be determined.

2.3 BUS STOP STANDARDS

Several additional resources were also reviewed and considered during the project's development.

- National guidelines
 - All new or modified facilities must conform to the standards required by the ADA as well as the associated Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way published by the United States Access Board.
- State guidelines
 - In 2024, the U.S. Department of Transportation (USDOT), and subsequently the California Department of Transportation (Caltrans), adopted the Architectural and Transportation Barrier Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as USDOT's regulatory standards for new construction and alterations of transit stops in the public right of way. Guidelines applicable to transit stops include:
 - Fare vending machines

- Detectable warnings for boarding platforms and sidewalk and street-level trail boarding and alighting areas
 - Pedestrian signage
 - Pedestrian Access Routes between newly constructed transit stops and accessible elements, spaces, and pedestrian facilities required to be accessible
 - Alternate transit stops where accessible transit stops are temporarily not accessible
 - Benches
- Beginning in 2025, all Caltrans projects must comply with the regulatory standards outlined in the PROWAG.
- Regional guidelines
 - PCT has developed standards and specifications for bus turnouts which include interaction and widths/lengths of bike lanes, walkways, and bus loading areas.
 - The City of Roseville’s Public Works Department has additional minimum requirements for newly installed bus shelters and transit stops. This includes guidelines on shelter size, floor space, structure design, bench requirements, display case requirements, and lighting requirements.
- Other best practices
 - The Transportation Research Board’s Elements Needed to Create High Ridership Transit Systems report uses a combination of industry research and case studies to identify factors affecting ridership and select strategies to address these factors. The report includes recommendations for facility amenities based on ridership levels.
 - The Orange County Transportation Authority’s Bus Stop Safety and Design Guidelines provide a manual of suggested design criteria for designing and placing public transit facilities. Elements of the report include bus stop specifications, passenger amenities, safety, and accessibility.

3 COMMUNITY AND STAKEHOLDER OUTREACH

Development of the Placer Bus Stop Facilities Assessment and Improvement Plan included a community and stakeholder outreach process consisting of a transit agency/driver survey, online passenger survey, and multiple stakeholder meetings held over the project lifecycle.

3.1 TRANSIT AGENCY/DRIVER SURVEY

PCTPA hosted an online survey that was shared with transit agencies and their bus operators between October 13th and November 2nd, 2025. The survey gathered valuable feedback from transit staff on rider priorities and experiences. A summary of results from the survey is provided below, while the full results can be found on the [project website](#).

- Bus stop amenity needs
 - More shelters/shade amenities.
 - Lighting at bus stops served in the early morning and late evening.
 - Updated and consistent information on operational schedules and service delays.
- Bus stop improvement priorities
 - Roseville Galleria was identified as the top bus stop priority location.
 - Other high priority bus stop locations include various stops on Route 30 along Highway 49 South (Auburn), 3rd Street and Sunset Boulevard (Rocklin), and 3rd Street and F Street (Lincoln).
- Accessible wheelchair deployment
 - The bus stops causing the most difficulty for deploying wheelchair ramps are 3rd Street and Sunset Boulevard (Rocklin), 3rd Street and South Whitney Boulevard (Rocklin), Sunset Boulevard and Springview Drive (Rocklin), and South Bel Air (Auburn).
- Safety and accessibility
 - Bus operators conveyed that riders expressed concerns about the lack of sidewalks at bus stops, the bus stop distance from the nearest sidewalk, and having to cross bicycle facilities to access a bus stop.

3.2 PASSENGER SURVEY

PCTPA hosted an online survey that was posted on the project webpage between January 6th and February 6th, 2026. The survey was intended to gather feedback from transit riders across Placer County to support the countywide effort to enhance the comfort, safety, and accessibility of bus stops. A summary of results from the survey is provided below, while the full results can be found on the [project website](#).

- Transit use

- Major hubs are popular boarding locations. Many respondents mentioned well-known transit centers and park-and-ride locations such as Rocklin Station, Roseville Transit Center, Auburn Station, and the Roseville Galleria, suggesting these hubs feel convenient and reliable for riders.
- About 23% percent of respondents rated bus stop conditions as fair, indicating that while conditions may be acceptable, there are opportunities to enhance comfort, amenities, or upkeep of stops.
- Bus stop improvement priorities
 - The most selected improvements were route and schedule information (52%) and shelters for weather protection (47%), highlighting the importance of knowing when the bus is coming and having a comfortable place to wait.
 - Nearly half of the respondents (45%) identified better lighting as a top need, while 34% selected more seating, underscoring the role of safety, visibility, and comfort at bus stops.
 - Many respondents identified stops along busy corridors, commercial areas, and community destinations where improvements would have the greatest impact due to higher ridership.
- Bus stop accessibility and safety
 - Difficulty identifying bus stops is the most common challenge. Nearly half of respondents (49%) reported an inability to identify the stop location, highlighting the importance of clearer signage, wayfinding, and visibility at bus stops.
 - Many responses identified stops along arterial roads and commercial areas particularly in Roseville, Rocklin, and Lincoln where higher ridership activity levels appear to coincide with accessibility challenges such as limited space, unclear boarding areas, or missing amenities.
 - Lighting and visibility were identified as high priority by riders.

3.3 TRANSIT OPERATORS WORKING GROUP/TECHNICAL ADVISORY COMMITTEE

PCTPA regularly convenes the Transit Operators Working Group (TOWG), which is made up of representatives from the region’s three public transit operators, PCTPA’s member jurisdictional agencies, and other Western Placer Consolidated Transportation Services Agency partners. The TOWG served as the technical advisory committee for the development of the plan. It met several times between Fall and Winter 2025 to advise on the study’s methodologies, data, and findings. It also fostered coordination among the three transit operators and other stakeholders.

4 BUS STOP SPECIFICATIONS AND DESIGN GUIDELINES

The project team developed bus stop specifications and design guidelines that are applicable to bus stops across the region's three transit agencies. Bus stop specifications were determined through an analysis of documents from other agencies and transit organizations. A high-level summary of the specifications and design guidelines are shown below, while the full report can be found on the [project website](#). The design guidelines and specifications described below were used to evaluate existing bus stop facilities and determine necessary recommended improvements. They also serve as a resource for the three transit agencies to use when determining the design, location, and materials for various bus stop components and their amenities.

4.1 BUS STOP SPECIFICATIONS

4.1.1 BUS STOP SPACING

Bus stop spacing guidelines depend primarily on population and job density in the coverage area as well as bus route classification. The three types of routes in the region's transit system include the following:

- Local fixed routes: areas with higher population density should be spaced between 900 feet and 1,300 feet apart, and 1,300 feet to 2,600 feet apart in lower population density areas.
- Regional fixed routes: should be spaced further apart than local route stops and focused on serving key destinations, transfer points, park-and-ride locations, and high ridership areas.
- Commuter routes: should be spaced further apart than local route stops and focused on serving key destinations, transfer points, park-and-ride locations, and high ridership areas.

4.1.2 BUS STOP LOCATION

Where possible, all stops should be located on the far-side of intersections. There are instances where other locations are appropriate, as described below.

- Far-side placement considerations
 - Minimizes conflicts with right-turning vehicles at intersection
 - Minimizes sight line conflicts for drivers and pedestrians
 - Encourages pedestrians to cross more safely behind the bus
 - Requires shorter deceleration distances for buses
 - Gap in traffic flow created by the signal allows the bus to pull back into the travel lane
 - Works well with transit priority queue jumps
- Near-side placement considerations
 - Minimizes traffic interference because buses do not have to stop twice on both sides of an intersection and do not bunch in intersection during high traffic volume time periods
 - Passengers can board the bus closer to the crosswalk
 - Bus can use the intersection for acceleration space after serving the stop

- Bus driver has the advantage of full view of intersection activity while serving the stop
- Bus can make a right turn after the stop
- Mid-block placement considerations
 - Minimizes sight line obstructions for both driver and passengers
 - Minimizes conflicts with intersections
 - Opportunity for more spacious boarding area because stop is located away from intersection sidewalk congestion
 - For high volume pull-out stops, reduces delays in re-entering traffic when the bus has an extended dwell time
 - Provides greater passenger convenience at key mid-block trip destinations
- Stops In development sites or plazas
 - Provides convenient pedestrian access to the building entrance for transit riders
 - Potentially minimizes impacts to on-site parking
 - Waiting areas, including overhangs or shelters, can be integrated with the building

4.1.3 BUS STOP CURBSIDE DESIGN

Bus stop curbside design determines how buses service curbside stops. For the most part, stops can either be in-lane (bus serves the stop while remaining in the travel lane) or pull-out (bus enters a pull-out space and is removed from traffic while serving the stop).

- In-lane stops
 - Helps avoid travel time delays for buses because they do not have to wait to re-enter traffic
 - Less curb space needed for stopping
 - Easier to service stops in dense areas
 - Leaves curbside space for multimodal amenities
- Pull-out stops
 - Transit riders may have more time to board and alight buses
 - Flow of traffic maintained for other vehicles
 - Allows for buses to dwell if running early compared to timepoints, or layovers
- Design standards
 - Boarding landing area

- Minimum dimensions of 5 feet by 8.4 feet for Americans with Disabilities Act (ADA) compliance
- Slope perpendicular to the roadway of 2.1% or less
- Platform dimensions
 - 25 feet total of continuous hard surface parallel to the roadway for ADA compliance

4.1.4 BUS STOP AMENITIES DESIGN GUIDELINES

The General Stop Design and Improvement Criteria report can be found on the [project website](#). The report covers guidance related to the design of potential amenities located at a bus stop, including:

- Bus stop signage
- Landing pad
- Bench/seating
- Lighting
- Bus shelter
- Bike racks
- System map
- Trash cans
- Security features
- Wayfinding signage
- Landscaping
- Restrooms

5 BUS STOP TYPOLOGY

The combined service area of the three transit agencies covers a diverse range of land use types, including urban, suburban, rural, residential, commercial, institutional, and mixed-use. These different land uses have varying transit needs, leading to differing operating environments for the transit agencies. The following four bus stop categories address these differences and will be used by agencies and jurisdictions to guide future bus stop improvements and implementation:

1. Category 1 – Highest Priority
2. Category 2 – High Priority
3. Category 3 – Moderate Priority
4. Category 4 – Standard Priority

The bus stop typology defines the levels of amenities at a stop that would make it most useful to the public and more efficient for transit operations. Each category has recommended, preferred, and optional amenities. Recommended improvements are the baseline improvements necessary for each bus stop to meet the amenities criteria based on typology. Preferred improvements are additional amenities beyond the baseline for each typology that would improve the passenger experience at each bus stop. Optional improvements are low priority improvements that may be implemented depending on funding availability and passenger feedback.

The typology is the foundation that will guide each agency in identifying where and what bus stop improvements are most appropriate at a specific stop. Of the 305 existing and planned new stops in the combined SRTP network, 294 stops were assigned to one of the four categories based on existing ridership activity and nearby population and employment density.⁶ Further sub-category classifications were assigned to each bus stop during the recommendations phase of the project to determine prioritization within each typology category, described in Section 6.

5.1 CATEGORY 1 STOPS – HIGHEST PRIORITY

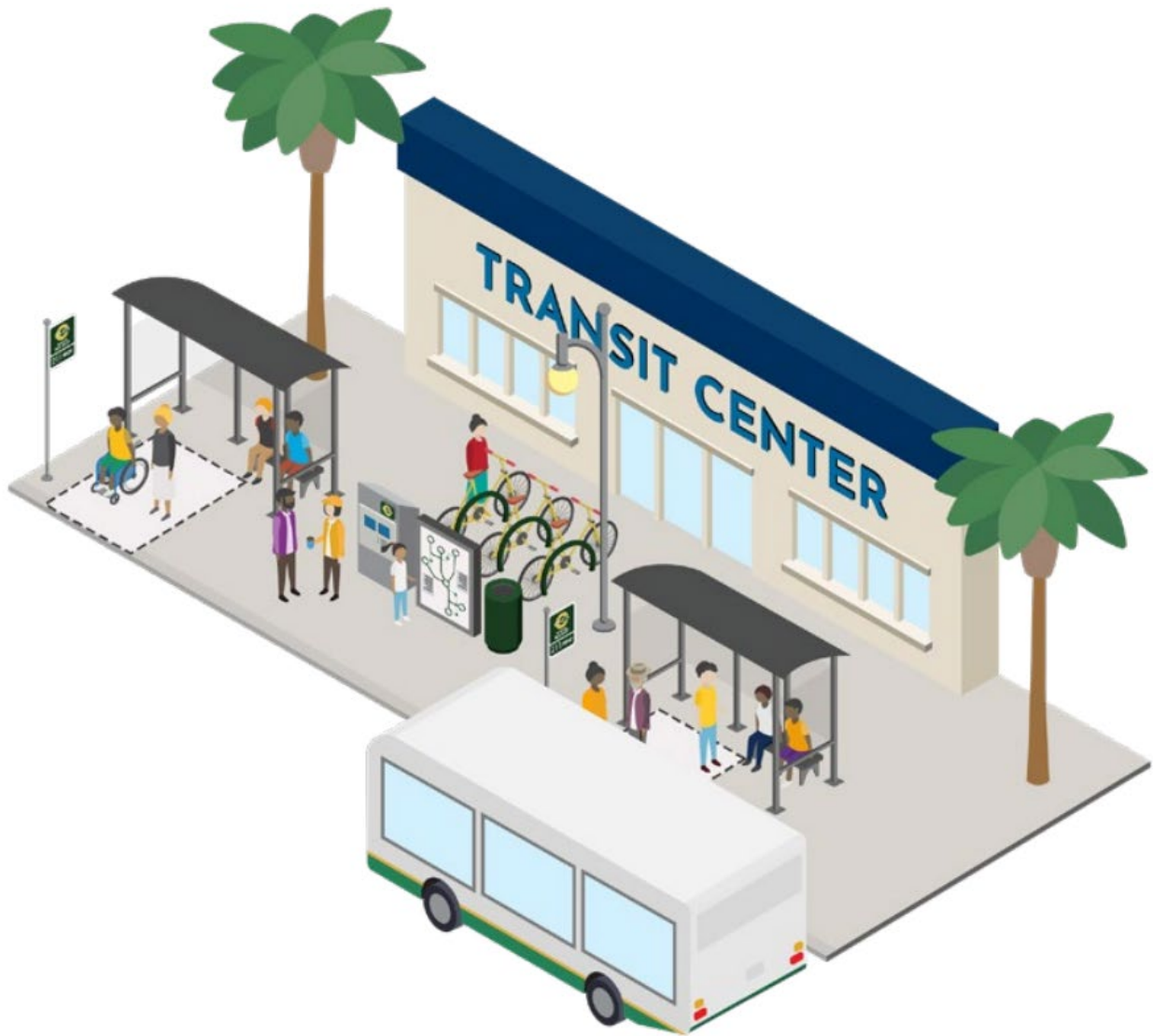
There are 27 stops in the combined network that are assigned to Category 1. Category 1 stops are located in areas with high existing ridership activity, high population density, and/or high job density. Table 1 shows the criteria threshold values used to determine which stops were classified as Category 1 stops. These are generally commercial areas, mixed-use areas, or transit centers/transfer stops. These stops typically serve multiple bus routes across the three transit agencies, have relatively higher frequencies of buses arriving, and are in locations with higher volumes of transferring passengers. Figure 6 and Table 2 show the recommended, preferred, and optional amenities for Category 1 stops.

⁶ The nine bus stops located in Sacramento were not included in the typology analysis. A detailed breakdown of the classification methodology can be found in the Task 5 Memo on the [project website](#).

Table 1: Category 1 Stops Criteria Thresholds

Criteria	Ridership	Population Density	Job Density
Option 1: Must Meet All	75 th Percentile: 3.0 Average Daily Boardings	75 th Percentile: 4,595 Persons per Square Mile	75 th Percentile: 3,621 Jobs per Square Mile
Option 2: Must Meet One	97 th Percentile: 38.6 Average Daily Boardings	97 th Percentile: 7,075 Persons per Square Mile	97 th Percentile: 12,629 Jobs per Square Mile

Figure 6: Example Category 1 Stop Facility Design⁷



Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines

⁷ While not shown in the figure, security features, real-time information, and wayfinding signage is recommended and restrooms are optional for this category.

Table 2: Category 1 Stop Amenities

Recommended	Preferred	Optional
1. Bus stop signage 2. Landing pad 3. Bench/seating 4. Lighting 5. Bus shelter 6. System map 7. Trash cans	8. Bike racks 9. Security features 10. Real-time information 11. Wayfinding signage	12. Landscaping 13. Restrooms

5.2 CATEGORY 2 STOPS – HIGH PRIORITY

There are 52 stops⁸ in the combined network that are assigned to Category 2. Category 2 stops are located in areas with high existing ridership activity that have either moderate population density or moderate job density. Table 3 shows the criteria threshold values used to determine which stops were classified as Category 2 stops. These stops are generally in medium-density residential, mixed-use development, and community commercial areas. They typically serve multiple bus routes in the transit system, have moderate transit frequency, and are near activity generators. Figure 7 and Table 4 show the recommended, preferred, and optional amenities for Category 2 stops.

Table 3: Category 2 Stops Criteria Thresholds

Criteria	Ridership	Population Density	Job Density
Option 1: Must Meet All	75 th Percentile: 3.0 Average Daily Boardings	50 th Percentile: 3,126 Persons per Square Mile	N/A
Option 2: Must Meet All	75 th Percentile: 3.0 Average Daily Boardings	N/A	50 th Percentile: 1,828 Jobs per Square Mile
Option 3: Must Meet All	N/A	50 th Percentile: 3,126 Persons per Square Mile	50 th Percentile: 1,828 Jobs per Square Mile

⁸ This number reflects the number of bus stops assigned to Category 2 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 2 after reclassifications can be found in Table 5.

Figure 7: Example Category 2 Stop Facility Design⁹



Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines

⁹ While not shown in the figure, security features are recommended and restrooms are optional for this category.

Table 4: Category 2 Stops Facility Amenities

Recommended	Preferred	Optional
<ul style="list-style-type: none"> 1. Bus stop signage 2. Landing pad 3. Bench/seating 4. Lighting 5. System map (if shelter is provided, otherwise include QR code) 6. Trash cans 	<ul style="list-style-type: none"> 7. Bus shelter 8. Security features 9. Bike racks 	<ul style="list-style-type: none"> 10. Landscaping 11. Restrooms

5.3 CATEGORY 3 STOPS – MODERATE PRIORITY

There are 105 stops¹⁰ in the combined network that are assigned to Category 3. Category 3 stops are located in areas that meet at least one of the following: high existing ridership activity, high population density, or high job density. Table 5 shows the criteria threshold values used to determine which stops were classified as Category 3 stops. These stops usually serve one or more bus routes in the transit system, have moderate transit frequency, and are located near or between activity generators. Figure 8 and Table 6 shows the recommended, preferred, and optional amenities for Category 3 stops.

Table 5: Category 3 Stops Criteria Thresholds

Criteria	Ridership	Population Density	Job Density
Option 1: Must Meet One	75 th Percentile: 3.0 Average Daily Boardings	75 th Percentile: 4,595 Persons per Square Mile	75 th Percentile: 3,621 Jobs per Square Mile

¹⁰ This number reflects the number of bus stops assigned to Category 3 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 3 after reclassifications can be found in Table 5.

Figure 8: Example Category 3 Stop Facility Design¹¹



Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines

Table 6: Category 3 Stops Facility Amenities

Recommended	Preferred	Optional
<ol style="list-style-type: none"> 1. Bus stop signage 2. Bench/seating 3. Landing pad 	<ol style="list-style-type: none"> 4. Lighting 5. Trash cans 	<ol style="list-style-type: none"> 6. Landscaping

5.4 CATEGORY 4 STOPS – STANDARD PRIORITY

There are 112 stops¹² in the combined network that are assigned to Category 4. Category 4 stops are located in areas with low to moderate existing ridership activity, job density, and population density. Table 7 shows the threshold values used to determine which stops were classified as Category 4 stops. These stops usually serve a single bus route in the transit system, have a low transit frequency, and are generally in low-density suburban and/or more rural areas and not near activity generators. Figure 9 and Table 8 show the recommended, preferred, and optional amenities for Category 4 stops.

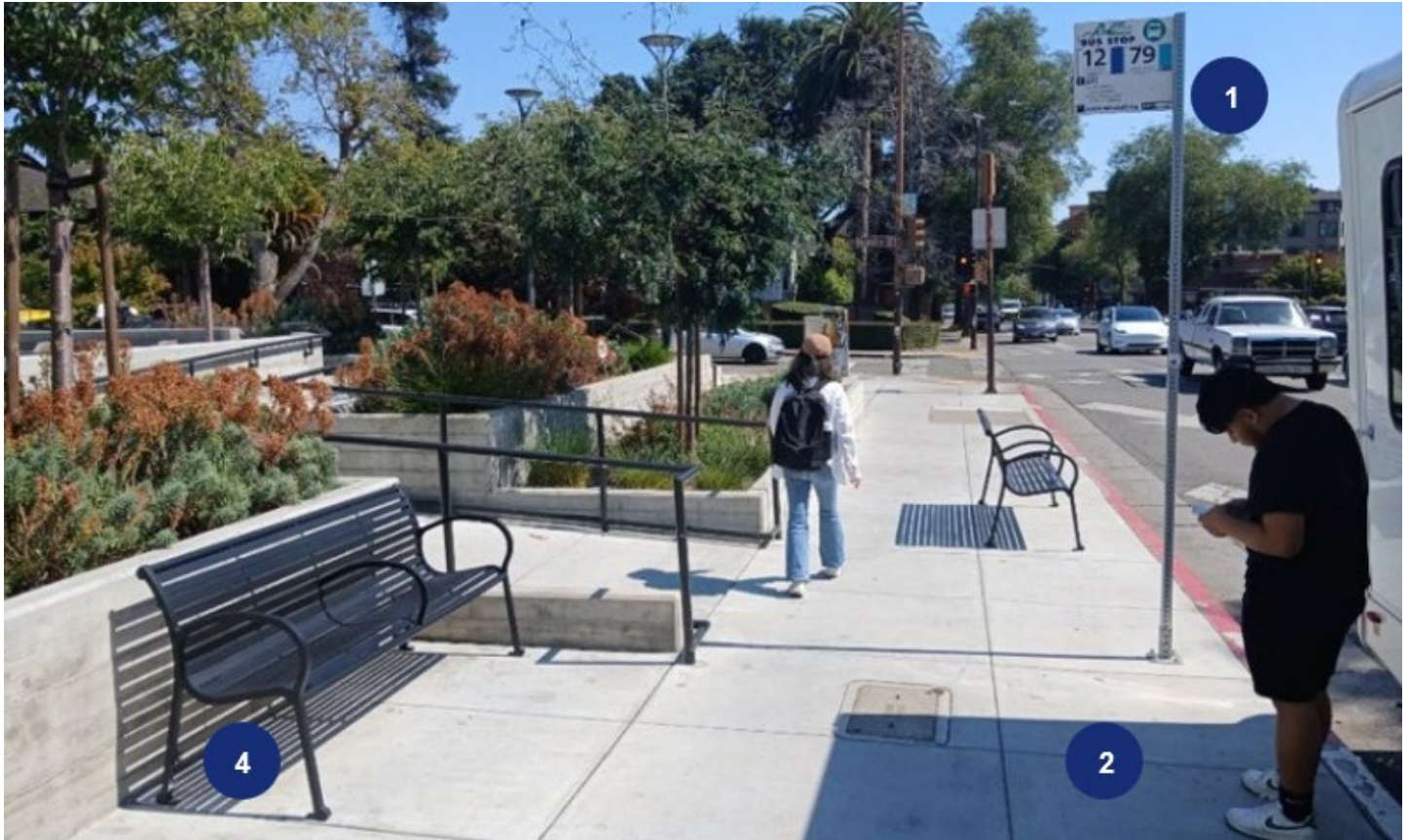
¹¹ While not shown in the figure, bench/seating is recommended for this category.

¹² This number reflects the number of bus stops assigned to Category 4 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 4 after reclassifications can be found in Table 5.

Table 7: Category 4 Stops Criteria Thresholds

Criteria	Ridership	Population Density	Job Density
Option 1: Must Meet All	Less Than 3.0 Average Daily Boardings	Less Than 4,595 Persons per Square Mile	Less Than 3,621 Jobs per Square Mile

Figure 9: Example Category 4 Stop Facility Design¹³



Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines

Table 8: Category 4 Stops Facility Amenities

Recommended	Preferred	Optional
1. Bus stop signage 2. Landing pad	3. Trash cans 4. Bench/seating	5. Lighting

¹³ While not shown in the figure, trash cans are recommended and lighting is optional for this category.

6 BUS STOP IMPROVEMENT RECOMMENDATIONS

The project team conducted field visits to existing and planned stops to compare existing amenities at each bus stop with the desired level of amenities in each category and determine how well existing amenities measure up to the level for each stop category. The gaps between actual and desired amenity levels at each stop were used to produce a prioritized list of bus stop improvements that would bring stops up to the design guidelines and standards described in Section 4. A high-level summary of the priority improvements is shown below, while the full report and accompanying Excel file of the complete bus stop improvement recommendations can be found on the [project website](#). The steps outlined below were used to determine prioritization recommendations:

- First, a review of the typology classification was conducted, along with recommendations for reclassification. Reclassifications for bus stop typologies primarily occurred due to refinements in on-the-ground conditions and public outreach feedback.
- Second, recommendations regarding modifications to the proposed location of new stops are outlined.
- Third, existing stops with major deficiencies were highlighted along with recommendations to address these deficiencies.
- Lastly, sub-category classifications were considered and assigned to relevant bus stops to determine a prioritized list of stop improvements for each typology classification.

6.1 TYPOLOGY RECLASSIFICATIONS

After the completion of community and stakeholder outreach, the project team revisited the classifications and reclassified several stops based on nearby land uses, transfer opportunities, feedback from public outreach activities, and planned service changes from PCTPA's SRTP. A total of 17 stops, nine stops from PCT and eight stops from Roseville Transit, were reclassified as part of this process. Additionally, two bus stops were removed from the list of stops. Table 9 shows the breakdown of bus stops by typology after reclassification was completed.

Table 9: Typology Classification Totals after Reclassification

Typology	Placer County Transit	Roseville Transit	Total
Category 1 Stops	9	18	27
Category 2 Stops	32	26	58
Category 3 Stops	33	70	103
Category 4 Stops	73	33	106

6.2 NEW STOP SITING

Several of the new stops proposed as part of SRTP recommendations may require modifications to the proposed site of the facility due to the need for significant infrastructure modifications to allow for safe service to the stop, pedestrian access, and space for passenger amenities. The project team recommended changes to the siting of nine new stops, seven in the PCT network and two in the Roseville Transit network. Many of these recommendations relate to the implementation of the proposed new stops along Park Drive

due to roadway and sidewalk conditions, such as presence of existing crosswalks, traffic activity at nearby intersections, and right-of-way capacity.

6.3 EXISTING STOPS OF CONCERN

Existing bus stops for PCT, Roseville Transit, and Auburn Transit were evaluated based on site visits and passenger feedback for deficiencies that may need to be addressed. The project team highlighted five PCT stops, two Roseville Transit stops, and all Auburn Transit stops. Recommendations are included in the task memo on the [project website](#) to address concerns such as accessibility issues and mobility challenges, existing sidewalk conditions, nearby crosswalks, traffic and safety concerns, and retired bus stop amenities. The project team also recommends that the agencies should coordinate their bus stop naming conventions to a standardized format that is reflected on their GTFS feed, which makes it easy for passengers to identify stops and seeks to avoid duplication of naming conventions for cross street stops.

6.4 TOP PRIORITY STOPS FOR IMPROVEMENT

To supplement the four bus stop typology categories, five sub-category designations were used to determine which stops in each category are most important for implementation of the recommended improvements. While the main bus stop typology is based on operational characteristics, service levels, ridership, and surrounding land use contexts, the five sub-category designations are determined by service functions and populations served:

1. Commuter stops: bus stops that are served by a commuter bus route.
2. Transfer stops: bus stops that are served by two or more local routes or provide local connections to regional transit options.
3. School zone stops: bus stops that are within a ¼ mile of schools, colleges, and/or universities.
4. Equity area stops: bus stops that are in an area that is ranked very high in the Transit Needs Index, in an area with a high percentage of minority populations, or near hospitals and medical centers.
5. Key destinations: bus stops that are near schools, colleges, libraries, government services, senior facilities, medical facilities, large shopping centers, and other likely destinations for transit riders.

Bus stop improvements are prioritized based on the typology, with Category 1 stops being the highest priority and Category 4 stops as the lowest priority. Within each typology classification, improvements are sorted by boarding activity and sub-category designations. If two stops serve similar areas and have the same ridership (e.g., are in the same category), but one is a transfer point that serves a key destination and is in an equity area, then the latter stop would rank higher based on the sub-categories than the other one. Based on this methodology, the top ten priority bus stops for improvements for each PCT and Roseville Transit are shown in Table 10 and Table 11.

Table 10: PCT Top Ten Priority Bus Stops for Improvement

Type	Category	Stop Name	Recommended Improvements
New	1	Park Dr after Big Sky Dr (Rocklin)	Sign Landing pad Bench Shelter System map Trash can

Type	Category	Stop Name	Recommended Improvements
Existing	1	Roseville Galleria (Roseville)	Replace bench Improve lighting Repair shelter System map
Existing	1	Twelve Bridges Library (Lincoln)	System map
Existing	1	Auburn / Nevada Station (Auburn)	Replace system map
Existing	1	Louis Ln & Orlando Ave (Roseville)	System map
Existing	1	Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville)	System map
Existing	1	3rd St & O St (Senior Complex) (Lincoln)	Improve lighting System map Trash can
Existing	1	Sunset Blvd & Pebble Creek Dr (Rocklin)	Bench Shelter System map
New	1	Park Dr after Solitude Way (Rocklin)	Sign pole Sign Bench Improve lighting System map Trash can
Existing	2	Sunset Blvd & Springview Dr (Rocklin)	Landing pad Bench System map or QR code Trash can

Table 11: Roseville Transit Top Ten Priority Bus Stops for Improvement

Type	Category	Stop Name	Recommended Improvements
Existing	1	Galleria Transfer Point	Repair shelter
Existing	1	Foothills Blvd & Main St (NB)	System map Trash can
Existing	1	Lead Hill Blvd & Rocky Ridge Dr (EB)	Bench Improve lighting Shelter System map Trash can
Existing	1	N Sunrise Ave & Eureka Rd (NB)	System map Trash can
Existing	1	N Sunrise Ave & Stone Point Dr (SB)	Bench System map Trash can
Existing	1	Junction Blvd & Country Club Dr (WB)	Bench Shelter System map Trash can
Existing	1	Foothills Blvd & Main St (SB)	Bench Shelter

Type	Category	Stop Name	Recommended Improvements
			System map Trash can
Existing	1	Foothills Blvd & Junction Blvd (NB)	Improve lighting System map Trash can
New	1	Eureka Rd at Rocky Ridge Dr	Sign System map Trash can
New	1	Eureka Rd at Lead Hill Blvd	System map

6.5 SUMMARY OF IMPROVEMENTS

Table 12 through Table 15 show a summary of the number of recommended, preferred, and optional improvements by typology classification and separated by improvement type for all stops for PCT and Roseville Transit.

In addition to bus stop amenity improvements, recommendations for multimodal bike and pedestrian improvements are provided based on sidewalk conditions, crosswalk conditions, and the availability of Class I or Class II bike facilities. These improvements are important considerations for accessibility, mobility and access, and safety.

Table 12: Category I Stops Summary Table

Improvement	Placer County Transit	Roseville Transit	Total
Number of stops	9	18	27
Recommended Improvements			
Sign pole	1	1	2
Sign	2	3	5
Trim sign vegetation	0	0	0
Landing pad	1	0	1
Bench/seating	4	4	8
Lighting	3	4	7
Bus shelter	3	4	7
System map	9	11	20
Trash can	4	10	14
Preferred Improvements			
Bike racks	5	11	16
Security features	9	18	27
Real-time information	9	18	27
Wayfinding signage	9	18	27
Optional Improvements			
Landscaping	2	1	3
Restrooms	5	17	22
Bike and Pedestrian Improvements			
Bike lane	2	4	6
Crosswalk	2	3	5
Sidewalk	0	0	0

Table 13: Category 2 Stops Summary Table

Improvement	Placer County Transit	Roseville Transit	Total
Number of stops	32	26	58
Recommended Improvements			
Sign pole	15	5	20
Sign	18	8	26
Trim sign vegetation	1	1	2
Landing pad	1	1	2
Bench/seating	21	18	39
Lighting	18	9	27
System map	30	19	49
Trash can	26	21	47
Preferred Improvements			
Bus Shelter	23	14	37
Bike racks	31	25	56
Security features	32	26	58
Optional Improvements			
Landscaping	8	3	11
Restrooms	31	26	57
Bike and Pedestrian Improvements			
Bike lane	1	8	9
Crosswalk	10	11	21
Sidewalk	1	1	2

Table 14: Category 3 Stops Summary Table

Improvement	Placer County Transit	Roseville Transit	Total
Number of stops	33	70	103
Recommended Improvements			
Sign pole	6	6	12
Sign	18	14	32
Trim sign vegetation	1	6	7
Landing pad	3	0	3
Bench/seating	28	46	74
Preferred Improvements			
Lighting	18	26	44
Trash can	30	61	91
Optional Improvements			
Landscaping	16	14	30
Bike and Pedestrian Improvements			
Bike lane	3	12	15
Crosswalk	12	12	24
Sidewalk	1	0	1

Table 15: Category 4 Stops Summary Table

Improvement	Placer County Transit	Roseville Transit	Total
Number of stops	73	33	106
Recommended Improvements			
Sign pole	13	0	13
Sign	19	4	23
Trim sign vegetation	5	0	5
Landing pad	23	1	24
Preferred Improvements			
Bench/seating	69	24	93
Trash can	67	32	99
Optional Improvements			
Lighting	39	10	49
Bike and Pedestrian Improvements			
Bike lane	2	1	3
Crosswalk	48	14	62
Sidewalk	8	0	8

- Most bus stops in Category 1, Category 2, and Category 3 will require improvements to meet the recommended stop amenities. Approximately half of the Category 4 stops will require improvements.
- In general, PCT stops require more improvements than Roseville Transit stops to meet recommended standards.
- Across both transit agencies and all stop categories; nearly all stops will require improvements to provide the preferred or optional amenities for their respective typology.
- An implementation strategy for applying these amenity recommendations is included in Section 7.

7 IMPLEMENTATION STRATEGY

The project team developed a high-level prioritization structure and implementation strategy based on an assessment of potential funding sources available for supporting the stop improvement recommendations. The implementation strategy is designed to be used as a reference guide for agencies and jurisdictions and includes potential funding sources, cost estimates, a prioritization framework, and guidelines for inter-agency coordination.

7.1 COST ESTIMATES

The project team calculated cost estimates for each recommended, preferred, and optional improvement for every bus stop in the combined SRTP network. The planning-level cost estimates are based on the following assumptions:

- Unit costs based on recent California bid data, agency experience, and engineering judgment and presented as low-high ranges¹⁴
- Unit costs represent fully installed conditions and include materials, labor, equipment, and contractor overhead and profit
- Site assumptions:
 - No major utility conflicts or relocations
 - No right-of-way acquisition required
 - Minor grading and ADA improvements included
 - Traffic control limited to short-term lane/shoulder closures
- Design, environmental, right-of-way, major utility relocation, signal modifications, drainage upgrades, and construction management excluded
- Twenty percent contingency applied for planning-level uncertainty
- Cost basis reflects 2026 dollars; no escalation applied

For every amenity improvement type, a low- and high-cost estimate per unit was developed. Detailed tables showing the cost estimates by typology classification, amenity type, and transit agency are shown in the Appendix. A high-level summary of the cost estimates by typology is shown below for each transit operator:

- Category 1 stops
 - PCT: \$1,563,300 (low); \$3,132,960 (high)

¹⁴ For non-standard items (e.g., bike/ped improvements and repair work), costs represent planning-level allowances for localized improvements.

- Roseville Transit: \$4,702,440 (low); \$9,434,160 (high)
- Category 2 stops
 - PCT: \$8,570,340 (low); \$17,063,160 (high)
 - Roseville Transit: \$7,191,360 (low); \$14,342,520 (high)
- Category 3 stops
 - PCT: \$409,920 (low); \$940,200 (high)
 - Roseville Transit: \$615,180 (low); \$1,330,020 (high)
- Category 4 stops
 - PCT: \$1,080,120 (low); \$2,366,280 (high)
 - Roseville Transit: \$277,260 (low); \$619,740 (high)

Table 16 shows a summary of the low- and high-cost estimate totals of recommended, preferred, and optional improvements for each typology classification. A twenty percent contingency is applied to the subtotal to account for planning-level uncertainty.

Table 16: Cost Estimate Totals by Typology

Typology	Overall Total Project Cost	
	Low Estimate	High Estimate
Category 1	\$5,221,450.00	\$10,472,600.00
Category 2	\$13,134,750.00	\$26,171,400.00
Category 3	\$854,250.00	\$1,891,850.00
Category 4	\$1,131,150.00	\$2,488,350.00
SUBTOTAL	\$20,341,600.00	\$41,024,200.00
Contingency (20%)	\$4,068,320.00	\$8,204,840.00
PROJECT TOTAL	\$24,409,920.00	\$49,229,040.00

7.2 FUNDING SOURCES

The project team evaluated potential federal, state, and local funding sources for shelters, benches, signage, lighting, security features, real-time passenger information (RTPI), ADA improvements, and access-related pedestrian and bicycle infrastructure. A detailed matrix describing funding sources and considerations for each amenity type can be found in the Appendix. Primary funding should come from Federal Transit Administration (FTA) programs (5307 or 5339), followed by State Transit Assistance (STA) as a secondary source, and finally local or other state programs as appropriate. The funding sources and eligibility are described below (a detailed table of this information can be found on the [project website](#)):

7.2.1 FEDERAL

Section 5307 is appropriate for routine passenger facilities such as benches, signage, lighting, security equipment, emergency call boxes, and minor ADA elements. Section 5339 should be reserved for bundled or transformational improvements including shelters, RTPI systems, and major stop reconstructions.

7.2.2 STATE AND LOCAL

7.2.2.1 TRANSPORTATION DEVELOPMENT ACT/LOCAL TRANSPORTATION FUND

Transportation Development Act (TDA) and Local Transportation Fund (LTF) revenues may be used to support transit capital and operations when programmed through PCTPA. For transit amenity projects, LTF is most appropriate for operator-controlled passenger facilities such as benches, stop signage, shelters (primarily repair or replacement), lighting, and security features that are integral to transit service delivery. LTF could also be considered for pedestrian or bicycle infrastructure, like sidewalk gap closures, bike lanes, and/or traffic calming infrastructure that supports the safety of and connectivity with adjacent transit facilities.

7.2.2.2 LOW CARBON TRANSIT OPERATIONS PROGRAM

The Low Carbon Transit Operations Program (LCTOP) is primarily an operating assistance program intended to support service improvements, fare reductions, or free-fare programs that increase ridership and reduce greenhouse gas emissions. Capital investments are eligible only when they are directly tied to an LCTOP-funded service or fare program. Accordingly, LCTOP should be considered a conditional, supplementary source for select amenities including but not limited to real-time passenger information, shelters, or lighting only where a clear and documented nexus to low-carbon transit operations can be demonstrated.

7.2.2.3 SENATE BILL 125 TRANSIT PROGRAM

Senate Bill (SB) 125 provides flexible, population-based funding to Regional Transportation Planning Agencies (RTPA) for transit operations and transit capital investments intended to prevent service cuts and stabilize transit systems. Capital funding under SB 125 may support transit amenities that improve the rider experience and support service continuity, including shelters, benches, stop signage, lighting, security features, ADA boarding improvements, and real-time passenger information. SB 125 funds are programmed regionally and are not competitive; eligibility and prioritization depend on RTPA allocation policies, short-term financial plans, and demonstrating benefits to transit riders and service sustainability.

7.2.2.4 STATE TRANSIT ASSISTANCE

STA may be used for small-scale, operator-controlled capital such as benches, signage, emergency call boxes, and state of good repair activities. Use is limited for shelters, lighting, RTPI, and minor ADA improvements, and STA is not appropriate for pedestrian or roadway improvements.

7.2.2.5 OTHER STATE AND COMPETITIVE PROGRAMS

- Active Transportation Program (ATP) is preferred for sidewalks, crossings, and bike lanes
- Safe Streets and Roads for All (SS4A) for traffic calming and safety countermeasures
- Clean California for landscaping and beautification

- Better Utilizing Investments to Leverage Development (BUILD) grants for corridor-scale integration

7.2.3 PROGRAM COMPETITIVENESS CONSIDERATIONS

Funding programs supporting transit amenities vary significantly in competitiveness and selection risk. Formula and regionally programmed sources such as FTA Section 5307, TDA/LTF, and SB125 generally present lower application risk but are constrained by allocation limits and regional priorities. In contrast, competitive programs including FTA Section 5339 discretionary, the ATP, SS4A, and other statewide or federal discretionary grants require higher levels of project readiness, clearer articulation of benefits, and strong alignment with program-specific objectives. Strategically prioritizing non-competitive or formula funding for routine and repeatable amenities, while selectively pursuing competitive programs for bundled or transformational investments, improves funding reliability and maximizes the scale and impact of transit amenity improvements.

7.3 PRIORITIZATION FRAMEWORK

The following prioritization framework developed by the project team will provide direction for the transit agencies when implementing future bus stop improvement projects. The framework for the recommended improvements is based on the bus stop typology and sub-category designations. For each agency, Category 1 stop improvements are the highest priority, followed by Category 2 improvements, Category 3 improvements, and Category 4 improvements as the lowest priority. Within each typology classification, improvements are sorted by stops in need of improvements to load or unload those utilizing mobility devices (e.g., requiring new or existing landing pad improvements), boarding activity, and sub-category designations, which are prioritized in the following order:

1. Transfer stops: First due to their high use and benefits provided to all transit users
2. Equity area stops: Second due to the higher density of transit dependent populations
3. Key destination stops: Third due to the benefit to all transit riders; this is a broad category that ranges from high density apartment housing areas, senior facilities, grocery and other major retail stores, and libraries and government services offices that are likely origins or destinations for transit riders
4. School zone stops: Fourth due to the likely high transit use by student populations, and public benefit to students but relatively low benefit to other transit users
5. Commuter stops: Fifth due to the high use during the morning hours but low probability of users spending significant layover time waiting at the stop

Table 17 and Table 18 show the prioritized list of bus stops for PCT and Roseville Transit from highest to lowest priority. The tables include the typology classification, sub-category classification, number of improvements by type, and total cost estimates for each bus stop. A detailed table of improvements and cost estimates for each bus stop can be found on the [project website](#).

Table 17: Placer County Transit Bus Stops Prioritization¹⁵

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
New	Park Dr. after Big Sky Dr.	1	Transfer	6	4	2	1	\$ 257,900	\$ 517,700
1003	Roseville Galleria	1	Transfer	3	4	1	0	\$ 222,000	\$ 445,200
2023	Twelve Bridges Library	1	School zone	1	3	1	0	\$ 218,300	\$ 438,200
1001	Auburn / Nevada Station	1	Transfer	2	3	0	1	\$ 33,250	\$ 67,900
1004	Louis Ln & Orlando Ave	1	Transfer	2	3	0	1	\$ 33,300	\$ 68,200
6005	Roseville - Taylor Rd Park and Ride (Sunsplash)	1	Commuter	1	3	0	0	\$ 18,300	\$ 38,200
7018	3rd St & O St (Senior Complex)	1	Key destination	2	4	0	0	\$ 22,000	\$ 45,500
2016	Sunset Blvd & Pebble Creek Dr	1	Equity area	4	4	2	0	\$ 243,500	\$ 484,000
New	Park Dr. after Solitude Wy	1	Transfer	6	4	1	1	\$ 254,200	\$ 505,900
2010	Sunset Blvd & Springview Dr	2	N/A	4	3	1	0	\$ 233,500	\$ 459,500
2024	Thunder Valley Casino	2	N/A	4	2	2	1	\$ 224,400	\$ 458,700
1002	Sierra College (WB)	2	School zone	2	2	1	0	\$ 208,500	\$ 417,700
7001	3rd St & F St (Walmart)	2	Key destination	2	2	1	0	\$ 210,200	\$ 421,500
6004	Rocklin Station	2	Commuter	3	3	0	1	\$ 44,500	\$ 81,500
7008	Ferrari Ranch Rd & Caledon Cir (E)	2	N/A	3	3	1	0	\$ 229,500	\$ 451,500
1005	Sierra College (EB)	2	School zone	1	2	1	0	\$ 207,700	\$ 416,500
2025	Sunset Blvd & Atherton Rd	2	Key destination	5	3	1	1	\$ 242,100	\$ 481,700

¹⁵ The 20% contingency is not included for the individual bus stop cost estimates. This was added for the entire total as shown in Table 16.

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
4001	Colfax Depot	2	Commuter	1	1	1	0	\$ 207,250	\$ 415,400
3010	Target	2	Key destination	4	3	1	1	\$ 231,400	\$ 473,400
3015	Galena Dr & Quartz Dr	2	N/A	5	3	1	2	\$ 239,700	\$ 487,400
7006	Ferrari Ranch Rd & Sorrento Pkwy	2	N/A	3	3	2	1	\$ 242,500	\$ 486,500
2020	Sunset Blvd & W Stanford Ranch Rd	2	Key destination	1	2	1	0	\$ 208,200	\$ 417,300
2008	Pacific St & Farron St	2	Key destination	3	3	1	1	\$ 239,500	\$ 476,500
7016	1st St & O St	2	School zone	3	2	1	0	\$ 211,000	\$ 423,000
New	Lincoln Park & Ride	2	Transfer	5	3	2	1	\$ 243,700	\$ 488,400
New	Park Dr. after Boardwalk	2	School zone	6	3	1	0	\$ 233,200	\$ 458,400
New	Park Dr. before light Rock Creek Plaza Safeway	2	Key destination	6	3	1	0	\$ 233,200	\$ 458,400
New	Stanford Ranch Rd after Sunset Blvd	2	Key destination	4	3	2	0	\$ 232,900	\$ 462,200
New	Pleasant Grove Blvd before Highland Point Dr	2	Key destination	0	2	1	0	\$ 207,400	\$ 415,800
New	Park Dr. after Sunset @ McD's	2	Key destination	4	3	2	0	\$ 232,900	\$ 462,200
New	Pleasant Grove Blvd after Fairway	2	Key destination	6	3	1	0	\$ 233,200	\$ 458,400
New	Pleasant Grove Blvd after Highland Pk	2	Key destination	6	3	1	0	\$ 233,200	\$ 458,400
New	Park Dr. after Park @ AM/PM	2	Key destination	6	3	1	0	\$ 233,200	\$ 458,400
New	Pleasant Grove Blvd. before Fairway Dr	2	Key destination	6	3	2	0	\$ 236,200	\$ 468,400

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
New	Pleasant Grove Blvd after Highland Park Dr.	2	Key destination	6	3	2	0	\$ 236,200	\$ 468,400
New	Pleasant Grove Blvd after Fairway Dr	2	Key destination	2	2	2	0	\$ 211,500	\$ 428,000
New	Park Dr. after Boardwalk	2	Equity area	6	3	1	0	\$ 233,200	\$ 458,400
New	Park Dr. before Sunset @ Wells Fargo	2	Equity area	6	3	1	1	\$ 243,200	\$ 483,400
New	Pleasant Grove Blvd after Highland before Chambord Way	2	N/A	6	3	1	1	\$ 243,200	\$ 483,400
New	Springview Dr across from The Vue	2	N/A	5	3	1	1	\$ 242,400	\$ 482,200
New	Springview Dr between woodsteam & Placer W Dr.	2	N/A	6	3	1	0	\$ 233,200	\$ 458,400
3016	Sapphire Dr & Garnet Way	3	N/A	2	2	0	1	\$ 18,300	\$ 41,000
4002	Alta Store	3	N/A	2	2	0	1	\$ 18,300	\$ 41,000
3025	Atwood Rd & Corral Dr	3	N/A	2	2	0	0	\$ 8,300	\$ 16,000
7009	Ferrari Ranch Rd & Groveland E	3	Key destination	1	1	0	1	\$ 11,800	\$ 28,000
7017	R St & Shamrock Ct	3	N/A	2	2	0	1	\$ 14,700	\$ 33,700
2046	Rocklin Crossings (Walmart)	3	Key destination	1	1	0	1	\$ 16,600	\$ 32,700
6003	Loomis Station	3	Commuter	0	0	0	1	\$ 15,000	\$ 30,000
3022	Plaza Dr & Plaza Way	3	Key destination	1	0	0	0	\$ 400	\$ 700
3032	1st St & C Ave (DeWitt)	3	Key destination	0	1	0	0	\$ 2,500	\$ 5,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
3001	Nevada St & Enterprise Dr (Post Office)	3	Key destination	1	2	1	0	\$ 7,300	\$ 18,000
7022	7th St & J St (High School)	3	N/A	0	1	1	0	\$ 3,800	\$ 11,500
7007	Ferrari Ranch Rd & Caledon Cir (W)	3	N/A	1	2	0	1	\$ 14,300	\$ 33,000
2009	Pacific St & Sunset Blvd	3	Key destination	1	2	1	1	\$ 17,300	\$ 43,000
2037	Pacific St & Sunset Blvd	3	Key destination	1	2	1	1	\$ 17,300	\$ 43,000
7015	1st St & L St	3	School zone	2	2	0	1	\$ 14,400	\$ 33,200
7020	5th St between L St & M St	3	School zone	1	2	0	0	\$ 4,300	\$ 8,000
7019	5th St & O St	3	N/A	1	2	1	0	\$ 7,300	\$ 18,000
New	Park Dr. after Theona Wy.	3	Equity area	2	1	1	1	\$ 15,200	\$ 38,700
New	Park Dr. after Farrier rd	3	Equity area	2	1	0	1	\$ 2,200	\$ 3,700
New	Park Dr. before Santa Fe	3	Equity area	2	1	0	1	\$ 12,200	\$ 28,700
New	Stanford Ranch Rd at Savemart Plaza	3	Key destination	3	1	1	0	\$ 6,000	\$ 14,900
New	Stanford Ranch Rd B4 Park Dr. N - Savemart Plaza	3	Key destination	2	1	1	1	\$ 15,200	\$ 38,700
New	Stanford Ranch Rd after Wildcat	3	N/A	2	1	1	0	\$ 5,200	\$ 13,700
New	Stanford Ranch Rd after West Oaks	3	N/A	2	1	1	0	\$ 5,200	\$ 13,700
New	Stanford Ranch Rd after Darby	3	N/A	3	2	1	0	\$ 8,500	\$ 19,900
New	Springview Dr after S. Whitney Blvd.	3	N/A	2	2	1	1	\$ 15,200	\$ 31,200
New	Springview Dr after Antelope	3	N/A	2	2	0	2	\$ 29,700	\$ 63,700

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
	Creek before Brookside Cir.								
New	Springview Dr after E Sunwood	3	N/A	3	2	0	0	\$ 5,500	\$ 9,900
New	Sunset Blvd after Topaz Ave	3	N/A	3	1	1	0	\$ 6,000	\$ 14,900
New	Sunset Blvd after Fairway Dr.	3	N/A	2	2	0	0	\$ 4,700	\$ 8,700
New	Stanford Ranch Rd after Darby	3	N/A	3	2	1	0	\$ 8,500	\$ 19,900
New	Stanford Ranch Rd after West Oaks	3	N/A	2	1	1	0	\$ 5,200	\$ 13,700
New	Stanford Ranch Rd after Wildcat	3	N/A	2	1	1	0	\$ 5,200	\$ 13,700
3012	Education St & Professional Dr	4	Key destination	1	2	1	0	\$ 8,300	\$ 16,000
3006	Richardson Dr & B Ave	4	Key destination	3	1	0	0	\$ 6,200	\$ 11,400
6002	Penryn Park and Ride	4	Commuter	1	2	1	1	\$ 15,800	\$ 36,000
3019	Dry Creek Rd & Dry Lake Ln	4	N/A	1	2	1	1	\$ 18,300	\$ 41,000
3029	Nevada Way & Nevada St	4	N/A	3	2	1	1	\$ 19,500	\$ 42,900
6001	Clipper Gap Park-n-Ride	4	Commuter	1	2	0	1	\$ 15,800	\$ 36,000
7024	7th St & C St	4	N/A	2	2	1	1	\$ 15,900	\$ 28,700
3011	Professional Dr & Bell Rd	4	School zone	2	2	1	1	\$ 18,550	\$ 41,350
3018	Richardson Dr & Dry Creek	4	Key destination	3	2	1	1	\$ 18,800	\$ 41,900
3023	Bell Rd & County Center Dr	4	Key destination	2	2	0	1	\$ 16,600	\$ 37,200
7011	Lincoln Blvd & Ferrari Ranch Rd	4	Key destination	1	2	1	1	\$ 18,300	\$ 41,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
7027	McBean Park Dr & E St	4	Key destination	1	2	1	1	\$ 18,300	\$ 41,000
3017	Chana Park	4	School zone	1	1	1	1	\$ 22,300	\$ 44,500
3005	Atwood Rd (Drive In)	4	N/A	2	2	1	1	\$ 18,400	\$ 41,200
801	Nicolaus and Joiner	4	N/A	1	2	0	0	\$ 5,800	\$ 11,000
803	Venture at Lakeside	4	N/A	1	2	0	2	\$ 23,300	\$ 48,500
804	Lakeside Dr after Floradale Way/ Cobblestone Dr	4	N/A	1	2	1	1	\$ 15,800	\$ 28,500
2003	Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes)	4	N/A	1	2	1	1	\$ 18,300	\$ 41,000
2004	Sierra Meadows Dr & Pacific St	4	N/A	1	2	1	1	\$ 18,300	\$ 41,000
3028	Hwy 49 and Live Oak Ln	4	N/A	1	2	0	1	\$ 15,800	\$ 36,000
3030	Nevada St (Theater)	4	N/A	1	2	1	1	\$ 18,300	\$ 41,000
7014	1st St & I St	4	N/A	1	2	1	1	\$ 18,300	\$ 41,000
New	Placer Corp Dr before Industrial Ave	4	Key destination	3	2	1	0	\$ 9,500	\$ 17,900
3033	Hwy 49 & Atwood Rd (Bel Air)	4	Key destination	1	0	0	0	\$ 250	\$ 350
3020	Hwy 49 & Dry Creek Rd (RCMHP)	4	N/A	2	2	1	1	\$ 15,500	\$ 34,900
807	12th and East St	4	School zone	0	2	1	1	\$ 19,300	\$ 38,000
2001	Granite Drive	4	Key destination	0	2	1	1	\$ 14,300	\$ 33,000
2045	Target	4	Key destination	1	2	1	1	\$ 15,100	\$ 34,200

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
808	Ferrari Ranch Rd after Danbury	4	School zone	0	2	0	1	\$ 11,800	\$ 28,000
3004	Hwy 49 & Luther	4	N/A	2	1	1	0	\$ 4,500	\$ 8,400
2042	Pacific St & Sierra Meadows Dr	4	N/A	2	2	1	1	\$ 14,800	\$ 33,900
2043	Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes)	4	N/A	0	2	1	1	\$ 14,300	\$ 33,000
7005	Ferrari Ranch Rd & Groveland W	4	Key destination	0	2	0	1	\$ 11,800	\$ 28,000
7002	E St & 1st St	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
3007	F Ave & 1st St (DeWitt)	4	Key destination	0	1	1	1	\$ 13,500	\$ 31,500
3021	Hwy 49 & Quartz Dr	4	N/A	2	2	1	0	\$ 5,500	\$ 9,900
7004	Sterling Pkwy & Joiner Pkwy	4	Key destination	0	2	0	1	\$ 11,800	\$ 28,000
3009	Plaza Dr & Plaza Way	4	Key destination	2	0	0	0	\$ 1,200	\$ 1,900
2005	Pacific St/Midas Ave	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
2006	Pacific St & Pine St	4	N/A	0	1	0	0	\$ 1,000	\$ 1,500
3002	Nevada St (Theater)	4	N/A	1	2	0	1	\$ 12,200	\$ 28,700
3003	Hwy 49 & Edgewood Rd	4	N/A	0	2	1	0	\$ 4,300	\$ 8,000
7003	Ferrari Ranch Rd & Lincoln Blvd	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
809	Kaiser Lincoln (South Entrance)	4	Key destination	1	2	0	1	\$ 12,200	\$ 28,700
2038	Pacific St & Farron St	4	Key destination	0	2	0	0	\$ 1,800	\$ 3,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
2044	Granite Dr & Sierra Meadows Dr	4	Key destination	0	2	0	0	\$ 1,800	\$ 3,000
3008	Hwy 49 & Atwood Rd (Bel Air)	4	Key destination	0	1	1	0	\$ 3,500	\$ 6,500
3031	Nevada St & Post Office (SB)	4	Key destination	1	2	0	2	\$ 20,100	\$ 41,700
7026	McBean Park Dr & A St	4	Key destination	0	2	1	0	\$ 4,300	\$ 8,000
7028	3rd St & F St (Across from Walmart)	4	Key destination	1	2	1	1	\$ 14,700	\$ 33,700
802	Foskett Ranch School	4	School zone	0	2	0	1	\$ 11,800	\$ 28,000
810	Twelve Bridges Middle School	4	School zone	0	2	0	1	\$ 11,800	\$ 28,000
2021	Sunset Blvd & Atherton Rd	4	School zone	0	2	0	2	\$ 19,300	\$ 40,500
2007	Pacific St & Bush St	4	Commuter	1	2	1	1	\$ 14,400	\$ 33,200
2039	Pacific St & Bush St	4	Commuter	0	2	1	1	\$ 14,300	\$ 33,000
805	Lakeside Dr at St Andrews	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
2002	Sierra Meadows Dr & Manzanita Dr	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
2033	S Whitney Blvd & Lincoln Ave	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
2036	Sunset Blvd & Springview Dr	4	N/A	0	2	0	2	\$ 19,300	\$ 40,500
2040	Pacific St & Pine St	4	N/A	0	2	0	2	\$ 19,300	\$ 40,500
2041	Pacific St/Midas Ave	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
2047	Granite Dr (Across from Church)	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
3027	Hwy 49 & Luther	4	N/A	2	2	1	0	\$ 5,300	\$ 9,600

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
7010	Ferrari Ranch Rd & Kensington Ln	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
7012	Lincoln Blvd & 1st St	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
7013	1st St & F St	4	N/A	0	2	0	1	\$ 11,800	\$ 28,000
7021	J St & 6th St	4	N/A	0	2	1	1	\$ 11,800	\$ 20,500
7023	7th St & F St	4	N/A	0	2	1	0	\$ 4,300	\$ 8,000
7025	East Ave & 6th St	4	N/A	0	2	1	0	\$ 4,300	\$ 8,000
New	Springview Dr after springview meadows	4	N/A	2	2	1	0	\$ 5,500	\$ 9,900
New	Springview Dr before 2nd Shannon Bay Dr.	4	N/A	1	2	1	1	\$ 14,700	\$ 33,700
New	Sunset Blvd after Whitney Blvd	4	N/A	1	2	1	0	\$ 4,700	\$ 8,700
New	S. Loop Rd. before Sunset Blvd	4	N/A	2	2	1	0	\$ 5,500	\$ 9,900

Table 18: Roseville Transit Bus Stops Prioritization¹⁶

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53129	Galleria Transfer Point	1	Transfer	1	3	1	1	\$238,000	\$487,500
53000	Louis Orlando Transfer Point	1	Transfer	0	3	0	2	\$43,000	\$92,500
53043	Vernon St & Grant St (SB)	1	Transfer	0	3	1	1	\$233,000	\$467,500
53044	Vernon St & Grant St (NB)	1	Transfer	0	3	1	1	\$233,000	\$467,500
53163	Sierra Gardens Dr & N Sunrise Ave (EB)	1	Transfer	0	3	1	0	\$218,000	\$437,500
53295	Sierra Gardens Dr & Santa Clara Dr (WB)	1	Transfer	0	3	1	0	\$218,000	\$437,500
53079	Sunrise Ave & Coloma Wy (NB)	1	Equity area	0	4	1	2	\$243,400	\$493,300
53336	Foothills Bl & Main St (NB)	1	Key destination	2	4	1	0	\$219,500	\$440,500
53133	Lead Hill Blvd & Rocky Ridge Dr (EB)	1	Key destination	5	4	1	0	\$243,000	\$479,000
53066	N Sunrise Ave & Eureka Rd (NB)	1	Key destination	2	4	1	0	\$219,500	\$440,500
53067	N Sunrise Ave & Stone Point Dr (SB)	1	Key destination	3	4	1	0	\$220,500	\$442,000
53154	Junction Blvd & Country Club Dr (WB)	1	School zone	4	4	1	0	\$240,500	\$474,000
53005	Foothills Blvd & Main St (SB)	1	Key destination	4	4	2	0	\$243,500	\$484,000
53007	Foothills Blvd & Junction Blvd (NB)	1	Key destination	3	4	1	0	\$222,000	\$445,500
New	Eureka Rd at Rocky Ridge Dr	1	Key destination	5	4	1	0	\$223,200	\$447,400

¹⁶ The 20% contingency is not included for the individual bus stop cost estimates. This was added for the entire total as shown in Table 16.

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
New	Eureka Rd at Lead Hill Blvd	1	Key destination	4	4	1	0	\$222,400	\$446,200
New	Junction Blvd at Country Club Dr	1	School zone	3	4	1	0	\$219,900	\$441,200
53235	Taylor Rd	1	Commuter	1	3	1	0	\$218,300	\$438,200
New	Roseville Pkwy at Gibson Dr	2	N/A	7	3	2	2	\$257,700	\$513,900
53081	Cirby Wy & Sunrise Ave (WB)	2	Equity area	1	2	1	2	\$233,700	\$473,000
53158	Sunrise Ave & Cirby Wy (NB)	2	Equity area	1	2	1	1	\$223,400	\$447,300
53078	Sunrise Ave & Conroy Ln (SB)	2	Equity area	4	2	1	2	\$234,600	\$474,700
53127	Atlantic St & Center St (SB)	2	School zone	2	2	1	0	\$208,500	\$418,000
53075	N Sunrise Ave & Douglas Blvd (NB)	2	Key destination	3	3	1	2	\$256,000	\$510,000
53084	Riverside Ave & Cirby Wy (NB)	2	Key destination	2	2	1	2	\$234,200	\$473,800
53034	Pleasant Grove Blvd & Foothills Blvd (EB)	2	Equity area	3	3	2	1	\$242,500	\$486,500
53065	N Sunrise Ave & E Roseville Pkwy (NB)	2	Key destination	2	3	1	0	\$229,200	\$450,800
53083	Cirby Wy & Riverside Ave (EB)	2	Key destination	3	2	1	2	\$234,500	\$474,500
53283	Riverside Ave & Cherry St (NB)	2	N/A	3	2	1	1	\$224,500	\$449,500
53024	Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB)	2	Equity area	0	2	1	1	\$217,400	\$440,800
53183	Pleasant Grove at Woodcreek Oaks SE	2	Transfer	3	3	1	1	\$239,500	\$476,500
53088	Vernon St & Judah St (SB)	2	N/A	1	3	1	1	\$242,700	\$478,500

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53010	Foothills Blvd & Mcnally Dr (SB)	2	Key destination	2	2	1	1	\$221,000	\$448,000
53023	Woodcreek Oaks after Junction NE	2	School zone	4	3	1	1	\$242,000	\$481,500
53278	Pleasant Grove Blvd & Highland Pointe Dr (SB)	2	Key destination	0	1	1	0	\$207,000	\$415,000
New	Roseville Pkwy at Pleasant Grove Blvd	2	Key destination	6	3	1	0	\$233,200	\$458,400
New	Eureka Rd at Deer Valley 1	2	Key destination	2	2	1	0	\$210,700	\$422,300
New	Eureka Rd at Deer Valley 2	2	Key destination	3	2	1	0	\$211,000	\$423,000
New	Fairway Dr at Highland Park Dr	2	Key destination	4	3	1	0	\$229,900	\$452,200
New	Fairway Dr at Pleasant Grove Blvd	2	Key destination	4	3	1	0	\$229,900	\$452,200
New	Fairway Dr at Rosehall Dr	2	Key destination	6	3	2	0	\$236,200	\$468,400
53241	Pleasant Grove Blvd & Mahany Park And Ride Lot (NB)	2	Commuter	5	3	1	0	\$232,900	\$457,700
New	Washington Blvd at Main St	2	N/A	4	3	1	0	\$229,900	\$452,200
New	Fairway Dr at Blue Oaks Blvd	2	N/A	5	3	1	0	\$230,700	\$453,400
53301	Rothbury Ln & Elmsett Pl (EB)	3	Key destination	2	2	1	2	\$32,400	\$73,200
53263	Justice Center Drive & Industrial Ave (WB)	3	Key destination	0	0	0	1	\$15,000	\$30,000
53303	Pleasant Grove Blvd & Fiddymnt Rd (EB)	3	Key destination	1	1	1	0	\$4,800	\$13,000
53282	Riverside Ave & Fourth St (SB)	3	N/A	1	1	0	1	\$16,800	\$33,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53335	Junction Bl & Foothills Bl (WB)	3	Key destination	1	1	0	1	\$11,800	\$28,000
53082	Cirby Wy & Cirby Hills Dr (WB)	3	Key destination	1	2	0	2	\$29,300	\$63,000
53305	Fairway Dr & Central Park Dr (EB)	3	Key destination	0	2	0	0	\$3,300	\$6,500
53261	Roseville Pkwy & Reserve Dr (EB)	3	Key destination	0	0	0	0	\$-	\$-
53316	Sunrise Ave & Frances Dr (SB)	3	Equity area	2	1	0	1	\$17,050	\$33,350
53246	N Sunrise Ave & E Roseville Pkwy (SB)	3	Key destination	3	2	0	0	\$5,500	\$9,900
53104	Riverside Ave & Sixth St (SB)	3	N/A	1	1	0	1	\$16,800	\$33,000
53284	Galleria Bl & Antelope Creek Dr (NB)	3	Key destination	0	1	0	0	\$800	\$1,500
53060	Atlantic St & Yosemite St (SB)	3	School zone	1	1	1	1	\$19,800	\$43,000
53085	Riverside Ave & Kenroy Ln (NB)	3	N/A	3	2	0	2	\$29,800	\$63,900
53337	Pleasant Grove Bl & Roseville Pw (NB)	3	N/A	2	1	1	1	\$15,600	\$39,200
53160	Douglas Blvd & Rocky Ridge Dr (EB)	3	Key destination	0	1	0	0	\$800	\$1,500
53304	Pleasant Grove Blvd & Camino Real Wy (EB)	3	Key destination	1	1	1	1	\$14,800	\$38,000
53331	Woodcreek Oaks Bl & Mcanally Dr (NB)	3	Equity area	1	2	1	0	\$7,300	\$18,000
53286	Fairway Dr & Central Park Dr (WB)	3	Key destination	1	2	0	0	\$3,400	\$6,700

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53122	Douglas Blvd & Rocky Ridge Dr (WB)	3	Key destination	1	0	0	0	\$1,000	\$1,500
53135	Rocky Ridge Dr & Lead Hill Blvd (SB)	3	Key destination	2	1	0	1	\$11,900	\$28,200
53306	Fairway Dr & Five Star Bl (EB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53063	Roseville Pkwy & Taylor Rd (WB)	3	Key Destination	1	1	0	0	\$1,800	\$3,000
53080	Sunrise Ave & Coloma Wy (SB)	3	Equity area	1	1	0	2	\$26,800	\$58,000
53243	Roseville Pkwy & Galleria Blvd (EB)	3	Key destination	0	1	0	0	\$800	\$1,500
53144	Eureka Rd & Douglas Blvd (SB)	3	Key destination	0	1	0	0	\$800	\$1,500
53327	Woodcreek Oaks Bl & Junction Bl (SB)	3	School zone	1	1	0	0	\$1,800	\$3,000
53053	Junction Blvd & Foothills Blvd (EB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53307	Stanford Ranch Rd & Fairway (SB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53262	Galleria Bl & Roseville Pw (SB)	3	Key destination	0	0	0	0	\$-	\$-
53180	Woodcreek Oaks Blvd & Painted Desert Dr (SB)	3	N/A	0	1	0	0	\$800	\$1,500
53064	E Roseville Pkwy & N Sunrise Ave (WB)	3	Key destination	0	1	0	0	\$800	\$1,500

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53318	Fairway Dr & Stanford Ranch Rd (WB)	3	Key destination	1	1	1	0	\$4,800	\$13,000
53039	Pleasant Grove Blvd & Roseville Pkwy (WB)	3	Key destination	0	1	0	0	\$800	\$1,500
53089	Vernon St & Taylor St (NB)	3	N/A	0	0	0	1	\$15,000	\$30,000
53166	Douglas Blvd & Eureka Rd (WB)	3	Key destination	2	2	0	0	\$4,400	\$8,200
53001	Cirby Wy & Riverside Ave (WB)	3	Key destination	1	1	1	0	\$4,800	\$13,000
53312	E Roseville Pkwy & Eureka Rd (NB)	3	N/A	1	2	0	0	\$4,300	\$8,000
53117	Douglas Blvd & Eureka Rd (EB)	3	Key destination	0	2	1	0	\$6,300	\$16,500
53294	Sierra Gardens Dr & Douglas Blvd (NB)	3	N/A	1	2	0	1	\$14,300	\$33,000
53015	Foothills Blvd & Blue Oaks Blvd (SB)	3	Key destination	0	1	0	0	\$800	\$1,500
53285	Fairway Dr & Five Star Blvd (WB)	3	Key destination	2	2	0	0	\$4,400	\$8,200
53313	E Roseville Pkwy & Village Dr (NB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53008	Foothills Blvd & Junction Blvd (SB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53105	Riverside Ave & Kenroy Ln (SB)	3	N/A	2	1	1	1	\$20,200	\$43,700
53051	Junction Blvd & Barbara Dr (EB)	3	Key destination	0	1	0	1	\$10,800	\$26,500
53161	Lead Hill Blvd & N Sunrise Ave (EB)	3	Key destination	1	2	0	1	\$14,300	\$33,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53308	Galleria Bl & Antelope Creek Dr (SB)	3	Key destination	0	1	0	0	\$2,500	\$5,000
53250	Foothills Blvd & Hp Main Entry (SB)	3	Key destination	1	2	0	0	\$4,300	\$8,000
53003	Cirby Wy & Vernon St (EB)	3	N/A	1	2	1	0	\$7,300	\$18,000
53339	Woodcreek Oaks Bl & Crimson Ridge Wy (NB)	3	Key destination	1	1	0	0	\$1,800	\$3,000
53326	Junction Bl & Revere Dr (WB)	3	School zone	1	1	0	0	\$1,800	\$3,000
53176	Woodcreek Oaks Blvd & Jonquil Dr (NB)	3	N/A	1	2	0	0	\$4,300	\$8,000
53013	Foothills Blvd & Misty Wood Dr (NB)	3	Key destination	1	2	1	0	\$7,300	\$18,000
53014	Foothills Blvd & Misty Wood Dr (SB)	3	Key destination	1	1	0	0	\$1,800	\$3,000
53317	Cirby Wy & Lindsay Dr (WB)	3	N/A	1	1	0	0	\$1,800	\$3,000
53009	Foothills Blvd & McNally Dr (NB)	3	Equity area	0	1	0	0	\$800	\$1,500
53029	Junction Blvd & Woodcreek Oaks Blvd (EB)	3	School zone	2	2	0	0	\$4,500	\$8,400
53059	Atlantic St & Yosemite St (NB)	3	School zone	0	0	0	1	\$15,000	\$30,000
53237	Douglas Blvd & Buljan Dr (SB)	3	Commuter	0	0	0	0	\$-	\$-
New	Junction Blvd at Sawtell Rd	3	Key destination	2	2	1	0	\$7,700	\$18,700
New	Woodcreek Oaks Blvd at Pleasant Grove Blvd	3	Key destination	2	0	0	0	\$1,200	\$1,900

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
New	E Roseville Pkwy at Taylor Rd	3	Key destination	2	1	0	0	\$2,200	\$3,700
New	Eureka Rd at Professional Dr	3	Key destination	0	1	0	1	\$10,800	\$26,500
New	Eureka Rd at Douglas Blvd	3	Key destination	3	2	0	0	\$5,500	\$9,900
New	Fairway Dr at Cortina Dr	3	Key destination	2	1	0	0	\$2,200	\$3,700
New	Junction Blvd at Aldridge Ln	3	School zone	2	1	0	0	\$2,200	\$3,700
New	Junction Blvd at Washington Blvd	3	N/A	1	1	0	0	\$1,200	\$2,200
New	Thrive Dr at Washington Blvd	3	N/A	3	1	0	0	\$6,000	\$14,900
New	Washington Blvd at Freedom Way	3	N/A	2	1	0	0	\$2,200	\$3,700
53239	Foothills Blvd & Winding Creek Way (SB)	4	Key destination	0	1	0	1	\$10,800	\$26,500
53302	Pleasant Grove Bl & Rothbury Ln (EB)	4	Key destination	0	2	0	1	\$11,800	\$28,000
53275	Fairway Dr & Pleasant Grove Blvd (EB)	4	Key destination	0	2	0	0	\$1,800	\$3,000
53184	Pleasant Grove Blvd & Foothills Blvd (EB)	4	N/A	1	2	0	1	\$12,050	\$28,350
53324	Pleasant Grove Bl & Woodcreek Oaks Bl (EB)	4	Key destination	0	2	1	1	\$14,300	\$33,000
53195	Taylor St & Royer St (WB)	4	Key destination	0	1	0	1	\$16,000	\$31,500
53155	Woodcreek Oaks Blvd & Pleasant Grove Blvd (NB)	4	Key destination	0	2	0	0	\$1,800	\$3,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53334	Pleasant Grove Bl & Country Club Dr (EB)	4	Equity area	0	2	0	1	\$11,800	\$28,000
53340	Pleasant Grove Bl & Village Plaza Dr (WB)	4	Key destination	0	2	0	1	\$11,800	\$28,000
53035	Pleasant Grove Blvd & Washington Blvd (EB)	4	Key destination	0	2	1	0	\$4,300	\$8,000
53011	Foothills Blvd & Pleasant Grove Blvd (SB)	4	N/A	0	2	0	1	\$11,800	\$28,000
53300	Pleasant Grove Bl & Kennerleigh Pw (WB)	4	Key destination	0	2	1	0	\$4,300	\$8,000
53025	Pleasant Grove Blvd & Sun City Blvd (WB)	4	Key destination	0	2	1	0	\$4,300	\$8,000
53038	Pleasant Grove Blvd & Gold Coast Dr (EB)	4	Key destination	0	2	0	0	\$1,800	\$3,000
53018	Pleasant Grove Blvd & Foothills Blvd (WB)	4	N/A	0	1	0	1	\$10,800	\$26,500
53181	Woodcreek Oaks Blvd & Crimson Ridge Wy (SB)	4	Key destination	0	1	0	0	\$800	\$1,500
53182	Woodcreek Oaks Blvd & Horncastle Ave (SB)	4	N/A	0	2	1	0	\$4,300	\$8,000
53017	Foothills Blvd & Blue Oaks Blvd (NB)	4	N/A	0	1	0	0	\$800	\$1,500
53036	Pleasant Grove Blvd & Gallilee Rd (WB)	4	N/A	0	1	1	1	\$13,300	\$31,500
53048	Washington Blvd & All American City Blvd (SB)	4	N/A	0	2	0	0	\$1,800	\$3,000

Stop ID	Stop Name	Category	Sub-Category	Recommended Improvements	Preferred Improvements	Optional Improvements	Bike/ Pedestrian Improvements	Total Cost Estimate (Low)	Total Cost Estimate (High)
53177	Woodcreek Oaks Blvd & Horncastle (NB)	4	School zone	0	2	1	0	\$4,300	\$8,000
53049	Washington Blvd & Junction Blvd (SB)	4	N/A	0	2	0	1	\$11,800	\$28,000
53012	Foothills Blvd & Pleasant Grove Blvd (NB)	4	N/A	0	2	1	1	\$14,300	\$33,000
53240	Foothills Blvd & Winding Creek Court (NB)	4	N/A	0	2	1	1	\$14,300	\$33,000
53004	Foothills Blvd & Vineyard Rd (SB)	4	N/A	0	1	0	0	\$800	\$1,500
53152	Foothills Blvd & Albertsons Dr (NB)	4	Key destination	0	2	1	0	\$4,300	\$8,000
53037	Pleasant Grove Blvd & Hallisey Dr (WB)	4	N/A	0	2	0	0	\$1,800	\$3,000
53061	Atlantic St & Center St (NB)	4	N/A	0	1	0	0	\$800	\$1,500
53153	Foothills Blvd & Vineyard Rd (NB)	4	N/A	0	1	0	1	\$10,800	\$26,500
53199	Foothills Blvd & Cirby Wy (NB)	4	N/A	0	2	0	1	\$11,800	\$28,000
New	Blue Oaks Blvd at Woodcreek Oaks Blvd	4	Key destination	1	2	0	0	\$2,200	\$3,700
New	Pleasant Grove Blvd at Sun City Blvd	4	N/A	2	1	0	0	\$1,200	\$2,200
New	Washington Blvd at All America City Blvd	4	N/A	1	2	0	0	\$2,200	\$3,700

7.4 INTER-AGENCY COORDINATION

PCT and Roseville Transit will need to coordinate with local jurisdictions and utility companies, if applicable, on the planning, development, and implementation of bus stop improvements. This will help streamline the decision-making process and project delivery. Inter-agency coordination will also be beneficial for sharing the responsibility of joint competitive grant funding opportunity pursuits and application development.

APPENDIX A: BUS STOP TYPOLOGY CLASSIFICATIONS

Figure 10: Placer County Transit and Roseville Transit Existing and Planned Category 1 Stops

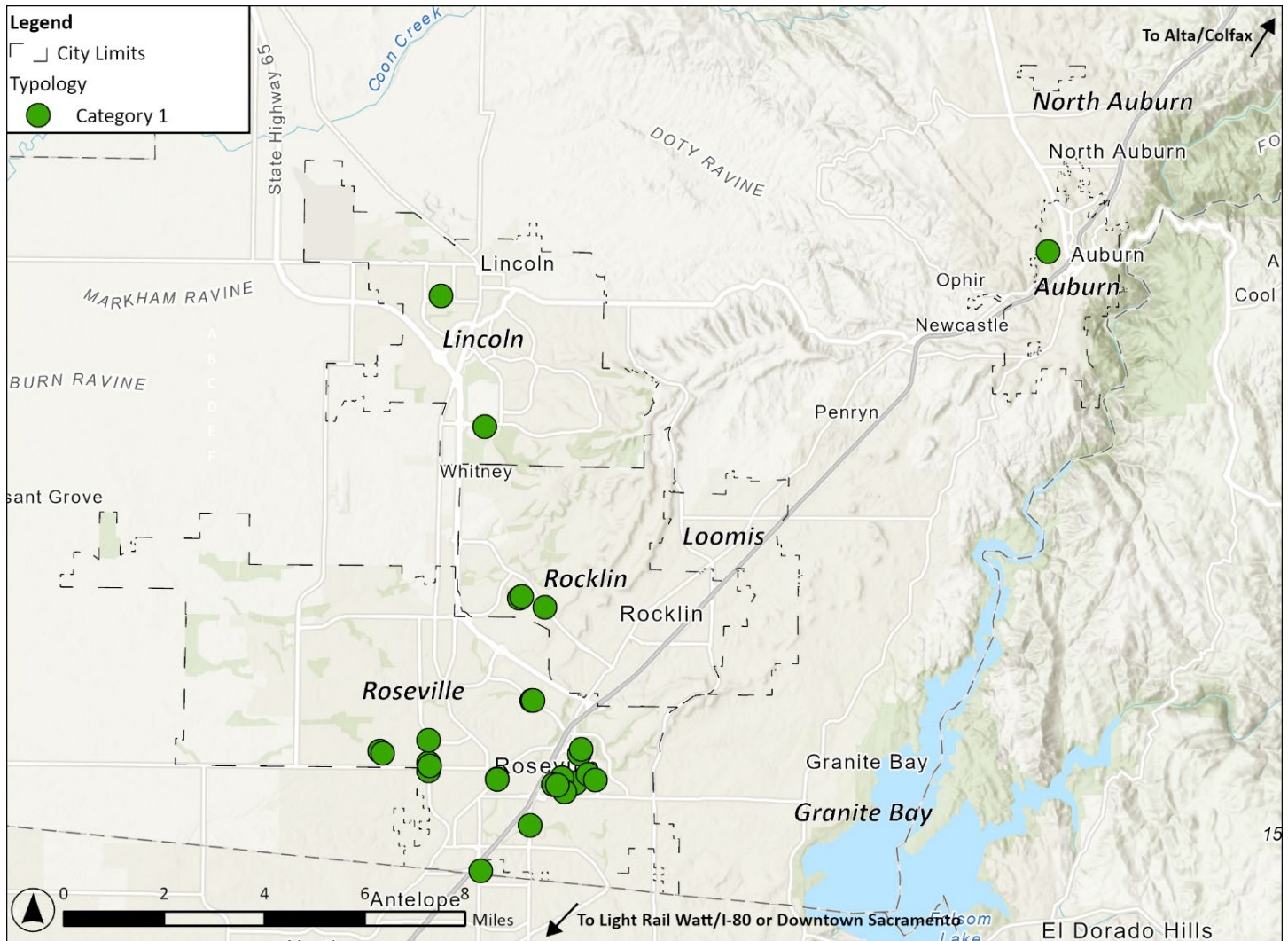


Table 19: Placer County Transit and Roseville Transit Existing and Planned Category 1 Stops

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Auburn / Nevada Station (Auburn)	105.8	1566	1474
Roseville Galleria (Roseville)	153.0	5749	2881
Louis Ln & Orlando Ave (Rocklin)	37.5	3367	4595
Sunset Blvd & Pebble Creek Dr (Rocklin)	1.5	2084	7156
Twelve Bridges Library (Lincoln)	116.6	450	1198

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville)	20.7	8562	1773
Louis Orlando Transfer Point (Rocklin)	74.0	3367	4595
Foothills Blvd & Main St (SB) (Roseville)	0.0	1529	7285
Foothills Blvd & Junction Blvd (NB) (Roseville)	0.2	1293	7131
3rd St & O St (Senior Complex) (Lincoln)	5.3	1131	5948
Vernon St & Grant St (SB) (Roseville)	57.6	3402	4251
Vernon St & Grant St (NB) (Roseville)	40.8	3402	4251
N Sunrise Ave & Eureka Rd (NB) (Roseville)	1.3	14962	929
N Sunrise Ave & Stone Point Dr (SB) (Roseville)	0.9	14962	929
Sunrise Ave & Coloma Wy (NB) (Roseville)	4.4	4241	5807
Galeria Transfer Point (Roseville)	100.0	5749	2881
Lead Hill Blvd & Rocky Ridge Dr (EB) (Roseville)	1.3	14962	929
Junction Blvd & Country Club Dr (WB) (Roseville)	0.5	475	7057
Taylor Rd (Roseville)	NA	8562	1773
Sierra Gardens Dr & N Sunrise Ave (EB) (Roseville)	26.7	13340	1448
Sierra Gardens Dr & Santa Clara Dr (WB) (Roseville)	4.4	13340	1448
Foothills Bl & Main St (NB) (Roseville)	2.7	1529	7285
Eureka Rd at Lead Hill Blvd (Roseville)	Proposed new stop	14962	929
Eureka Rd at Rocky Ridge Dr (Roseville)	Proposed new stop	14962	929
Junction Blvd at Country Club Dr (Roseville)	Proposed new stop	475	7057
Park Dr. after Big Sky Dr. (Rocklin)	Proposed new stop	2138	8122

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Park Dr. after Solitude Wy (Rocklin)	Proposed new stop	2395	7070

Figure 11: Placer County Transit and Roseville Transit Existing and Planned Category 2 Stops

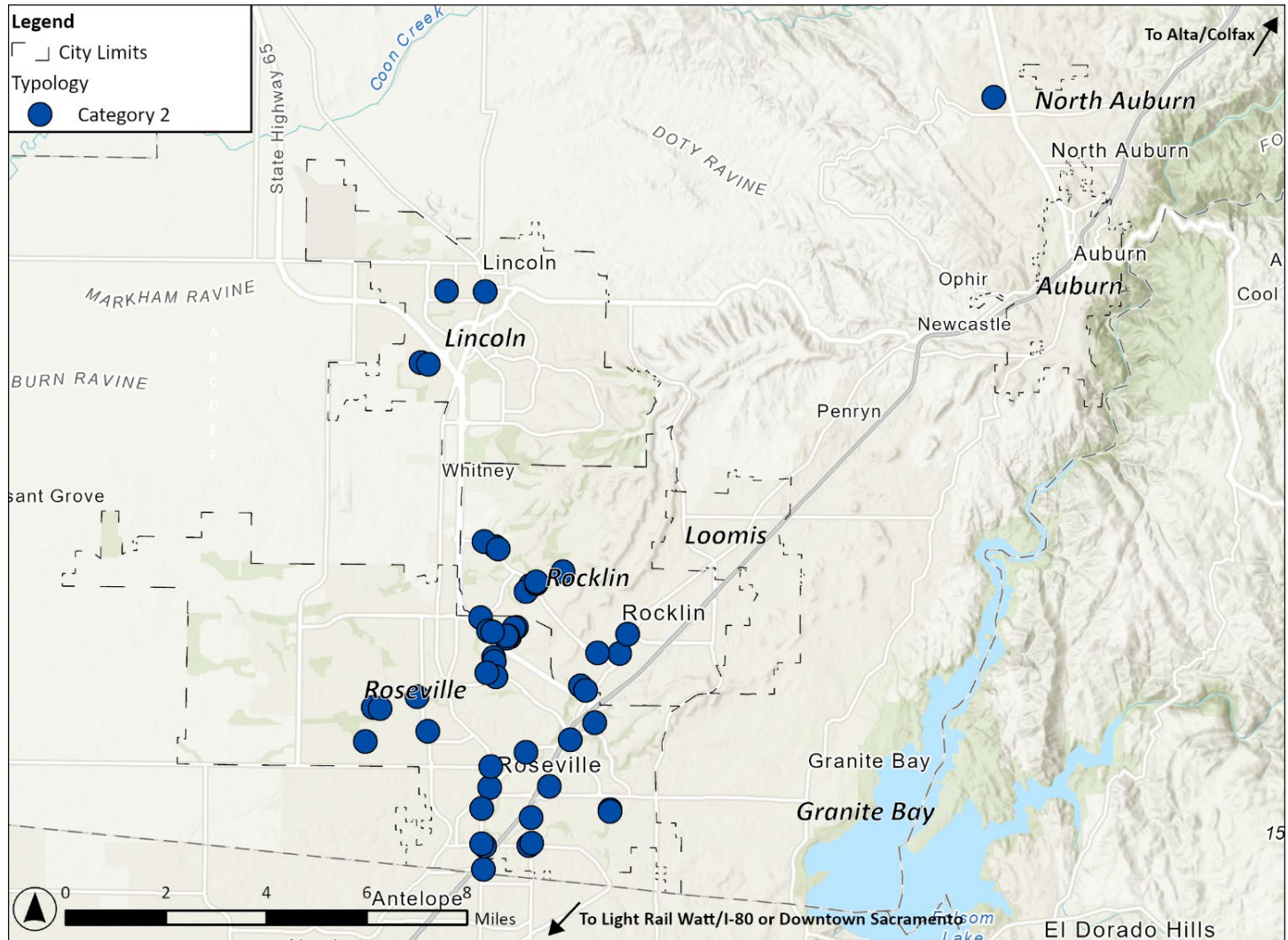


Table 20: Placer County Transit and Roseville Transit Existing and Planned Category 2 Stops

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Sierra College (WB) (Rocklin)	32.5	1606	2446
Sierra College (EB) (Rocklin)	10.0	1606	2446
Pacific St & Farron St (Rocklin)	3.5	2099	2861
Sunset Blvd & Springview Dr (Rocklin)	3.0	1166	3161
Sunset Blvd & W Stanford Ranch Rd (Rocklin)	4.0	2160	3374

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Thunder Valley Casino (Lincoln)	35.3	196	93
Sunset Blvd & Atherton Rd (Rocklin)	9.7	2364	2827
Target (Auburn)	6.9	1600	1068
Galena Dr & Quartz Dr (Auburn)	5.8	1470	3148
Colfax Depot (Colfax)	7.6	146	736
Rocklin Station (Rocklin)	15.4	1992	3101
3rd St & F St (Walmart) (Lincoln)	22.1	1649	3126
Ferrari Ranch Rd & Sorrento Pkwy (Lincoln)	5.0	152	3998
Ferrari Ranch Rd & Caledon Cir (E) (Lincoln)	14.8	152	3998
1st St & O St (Lincoln)	1.1	1226	6131
Foothills Blvd & McNally Dr (SB) (Roseville)	3.1	1277	6920
Woodcreek Oaks after Junction NE (Roseville)	3.1	562	5166
Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB) (Roseville)	3.8	688	4479
Pleasant Grove Blvd & Foothills Blvd (EB) (Roseville)	4.7	2655	2910
Pleasant Grove Blvd & Mahany Park And Ride Lot (NB) (Roseville)	0.0	658	4438
N Sunrise Ave & E Roseville Pkwy (NB) (Roseville)	4.2	8949	2211
N Sunrise Ave & Douglas Blvd (NB) (Roseville)	5.5	11630	2209
Sunrise Ave & Conroy Ln (SB) (Roseville)	5.8	3545	5442
Cirby Wy & Sunrise Ave (WB) (Roseville)	8.3	2326	4637
Cirby Wy & Riverside Ave (EB) (Riverside)	4.2	4976	4575
Riverside Ave & Cirby Wy (NB) (Riverside)	4.9	4976	4575
Vernon St & Judah St (SB) (Roseville)	3.5	3697	4349
Atlantic St & Center St (SB) (Roseville)	5.6	2277	2045
Sunrise Ave & Cirby Wy (NB) (Riverside)	7.8	2433	4853

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Pleasant Grove at Woodcreek Oaks SE (Roseville)	3.7	688	4479
Pleasant Grove Blvd & Highland Pointe Dr (SB) (Roseville)	2.6	5589	3920
Riverside Ave & Cherry St (NB) (Roseville)	3.9	5295	3932
Roseville Pkwy at Gibson Dr (Roseville)	Proposed new stop	3505	6056
Pleasant Grove Blvd before Highland Point Dr (Roseville)	Proposed new stop	8097	3740
Pleasant Grove Blvd after Highland before Chambord Way (Roseville)	Proposed new stop	8097	3740
Eureka Rd at Deer Valley (Roseville)	Proposed new stop	4749	4037
Eureka Rd at Deer Valley (Roseville)	Proposed new stop	4749	4037
Fairway Dr at Pleasant Grove Blvd (Roseville)	Proposed new stop	3516	4069
Park Dr. after Sunset @ McD's (Rocklin)	Proposed new stop	2292	6572
Pleasant Grove Blvd after Fairway (Roseville)	Proposed new stop	3516	4069
Pleasant Grove Blvd after Highland Pk (Roseville)	Proposed new stop	3266	4929
Park Dr. before light Rock Creek Plaza Safeway (Rocklin)	Proposed new stop	2570	6856
Park Dr. after Park @ AM/PM (Rocklin)	Proposed new stop	2292	6572
Stanford Ranch Rd after Sunset Blvd (Rocklin)	Proposed new stop	2160	3374
Park Dr. after Boardwalk (Rocklin)	Proposed new stop	1888	5887
Park Dr. before Sunset @ Wells Fargo (Rocklin)	Proposed new stop	2292	6572
Washington Blvd at Main St (Roseville)	Proposed new stop	2507	4524
Roseville Pkwy at Pleasant Grove Blvd (Roseville)	Proposed new stop	3505	6056
Fairway Dr at Rosehall Dr (Roseville)	Proposed new stop	6513	3277
Fairway Dr at Highland Park Dr (Roseville)	Proposed new stop	6513	3277
Fairway Dr at Blue Oaks Blvd (Rocklin)	Proposed new stop	3212	3234

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Springview Dr between Woodsteam & Placer W Dr. (Rocklin)	Proposed new stop	5087	3676
Springview Dr across from The Vue (Rocklin)	Proposed new stop	4117	3966
Pleasant Grove Blvd after Highland Park Dr. (Roseville)	Proposed new stop	3266	4929
Pleasant Grove Blvd. before Fairway Dr (Roseville)	Proposed new stop	3516	4069
Pleasant Grove Blvd after Fairway Dr (Roseville)	Proposed new stop	6220	3702
Park Dr. after Boardwalk (Rocklin)	Proposed new stop	1888	5887
Lincoln Park & Ride (Lincoln)	Proposed new stop	602	504

Figure 12: Placer County Transit and Roseville Transit Existing and Planned Category 3 Stops

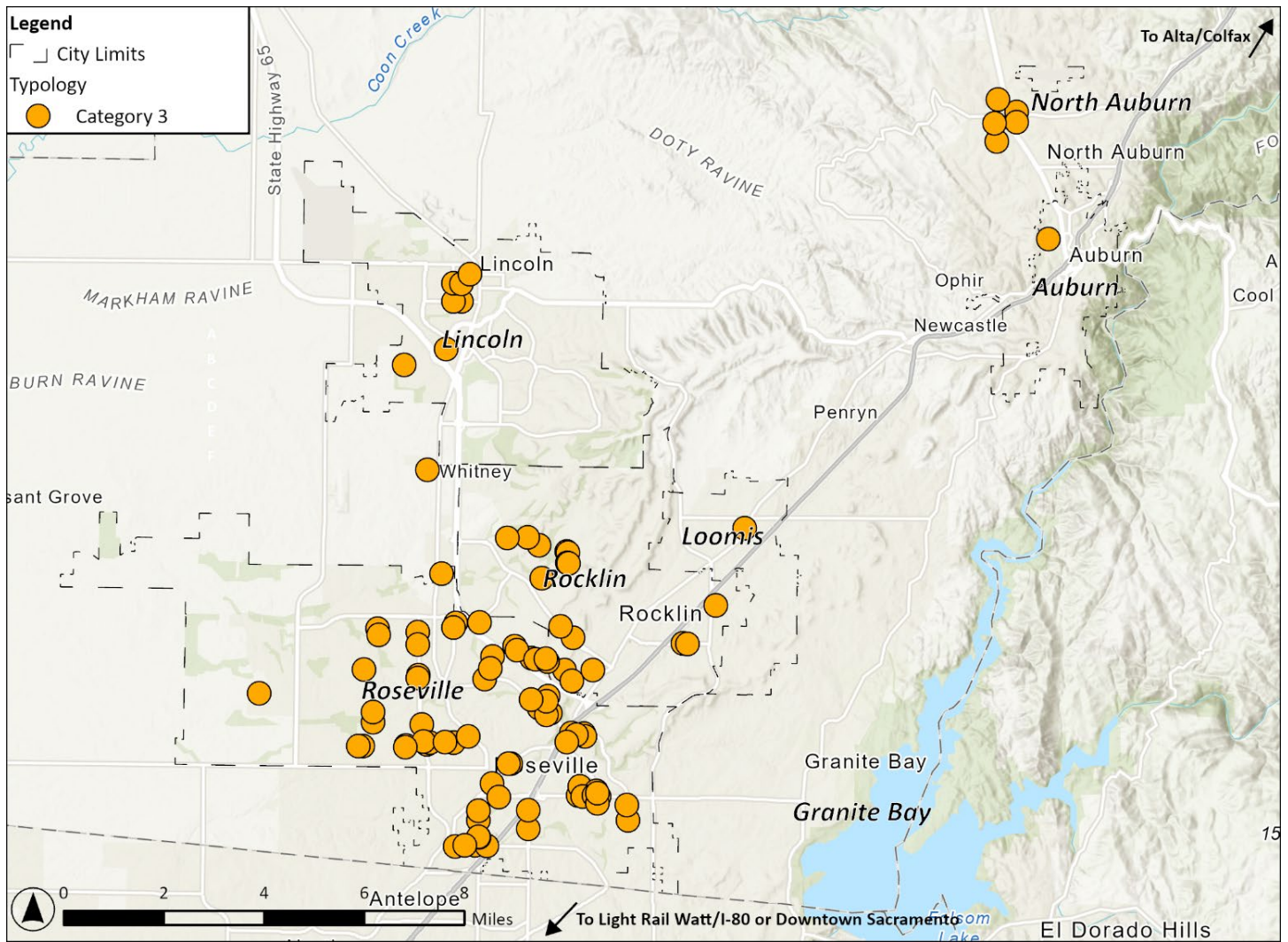


Table 21: Placer County Transit and Roseville Transit Existing and Planned Category 3 Stops

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Pacific St & Sunset Blvd (Rocklin)	2.5	1811	3199
Pacific St & Sunset Blvd (Rocklin)	1.7	1689	3561
Rocklin Crossings (Walmart) (Rocklin)	5.7	443	835
Nevada St & Enterprise Dr (Post Office) (Auburn)	4.0	495	786
Sapphire Dr & Garnet Way (Auburn)	4.4	1015	1204
Plaza Dr & Plaza Way (Auburn)	4.4	1600	1068
Atwood Rd & Corral Dr (Auburn)	3.5	1152	1138

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
1st St & C Ave (DeWitt) (Auburn)	4.4	1300	1334
Alta Store (Alta)	4.0	1	11
Loomis Station (Loomis)	4.7	1097	1322
Ferrari Ranch Rd & Caledon Cir (W) (Lincoln)	3.0	456	1652
Ferrari Ranch Rd & Groveland E (Lincoln)	8.2	501	1869
1st St & L St (Lincoln)	0.0	1226	6131
R St & Shamrock Ct (Lincoln)	7.4	1192	11862
5th St & O St (Lincoln)	0.0	1238	5287
5th St between L St & M St (Lincoln)	0.0	1238	5287
7th St & J St (High School) (Lincoln)	3.2	1344	2516
Cirby Wy & Riverside Ave (WB) (Roseville)	0.7	7705	5478
Cirby Wy & Vernon St (EB) (Roseville)	0.2	2645	5193
Foothills Blvd & Junction Blvd (SB) (Roseville)	0.4	1518	6829
Foothills Blvd & McNally Dr (NB) (Roseville)	0.0	1016	6645
Foothills Blvd & Misty Wood Dr (NB) (Roseville)	0.1	3905	1357
Foothills Blvd & Misty Wood Dr (SB) (Roseville)	0.1	3905	1357
Foothills Blvd & Blue Oaks Blvd (SB) (Roseville)	0.4	3905	1357
Junction Blvd & Woodcreek Oaks Blvd (EB) (Roseville)	0.0	562	5166
Pleasant Grove Blvd & Roseville Pkwy (WB) (Roseville)	0.0	3505	6056
Junction Blvd & Barbara Dr (EB) (Roseville)	0.3	1561	7028
Junction Blvd & Foothills Blvd (EB) (Roseville)	1.2	1518	6829
Atlantic St & Yosemite St (NB) (Roseville)	0.0	4647	3991
Atlantic St & Yosemite St (SB) (Roseville)	2.0	4647	3991
Roseville Pkwy & Taylor Rd (WB) (Roseville)	1.5	9041	1759
E Roseville Pkwy & N Sunrise Ave (WB) (Roseville)	1.0	10795	1807

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Sunrise Ave & Coloma Wy (SB) (Roseville)	1.4	4241	5807
Cirby Wy & Cirby Hills Dr (WB) (Roseville)	2.6	5202	4799
Riverside Ave & Kenroy Ln (NB) (Roseville)	2.0	6607	4773
Vernon St & Taylor St (NB) (Roseville)	0.9	3739	4572
Riverside Ave & Sixth St (SB) (Roseville)	2.2	6521	4535
Riverside Ave & Kenroy Ln (SB) (Roseville)	0.4	6607	4773
Lead Hill Blvd & N Sunrise Ave (EB) (Roseville)	0.3	14962	929
Douglas Blvd & Eureka Rd (EB) (Roseville)	0.5	12503	1936
Douglas Blvd & Rocky Ridge Dr (WB) (Roseville)	1.5	11935	1968
Rocky Ridge Dr & Lead Hill Blvd (SB) (Roseville)	1.5	11935	1968
Eureka Rd & Douglas Blvd (SB) (Roseville)	1.3	12503	1936
Douglas Blvd & Rocky Ridge Dr (EB) (Roseville)	1.9	11935	1968
Douglas Blvd & Eureka Rd (WB) (Roseville)	0.8	12503	1936
Woodcreek Oaks Blvd & Jonquil Dr (NB) (Roseville)	0.2	345	4958
Woodcreek Oaks Blvd & Painted Desert Dr (SB) (Roseville)	1.1	3621	1910
Douglas Blvd & Buljan Dr (SB) (Roseville)	0.0	5502	4472
Roseville Pkwy & Galleria Blvd (EB) (Roseville)	1.4	6116	1680
N Sunrise Ave & E Roseville Pkwy (SB) (Roseville)	2.2	10795	1807
Foothills Blvd & Hp Main Entry (SB) (Roseville)	0.2	3905	1357
Roseville Pkwy & Reserve Dr (EB) (Roseville)	2.4	4816	2420
Galleria Bl & Roseville Pw (SB) (Roseville)	1.2	6116	1680
Justice Center Drive & Industrial Ave (WB) (Roseville)	4.4	320	86
Riverside Ave & Fourth St (SB) (Roseville)	2.7	4216	4158

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Galleria Bl & Antelope Creek Dr (NB) (Roseville)	2.0	9584	3399
Fairway Dr & Five Star Blvd (WB) (Roseville)	0.4	6066	3926
Fairway Dr & Central Park Dr (WB) (Roseville)	1.5	6066	3926
Sierra Gardens Dr & Douglas Blvd (NB) (Roseville)	0.5	13340	1448
Rothbury Ln & Elmsett Pl (EB) (Roseville)	4.9	216	2383
Fairway Dr & Central Park Dr (EB) (Roseville)	2.5	6066	3926
Fairway Dr & Five Star Bl (EB) (Roseville)	1.5	6066	3926
Stanford Ranch Rd & Fairway (SB) (Rocklin)	1.2	2549	4770
Galleria Bl & Antelope Creek Dr (SB) (Roseville)	0.3	5749	2881
E Roseville Pkwy & Eureka Rd (NB) (Roseville)	0.6	4272	4057
E Roseville Pkwy & Village Dr (NB) (Roseville)	0.4	8516	2609
Sunrise Ave & Frances Dr (SB) (Roseville)	2.3	3214	5012
Cirby Wy & Lindsay Dr (WB) (Roseville)	0.1	3183	5785
Fairway Dr & Stanford Ranch Rd (WB) (Rocklin)	1.0	2549	4770
Junction Bl & Revere Dr (WB) (Roseville)	0.2	532	6951
Woodcreek Oaks Bl & Junction Bl (SB) (Roseville)	1.3	532	5706
Woodcreek Oaks Bl & Mcanally Dr (NB) (Roseville)	1.7	834	4621
Junction Bl & Foothills Bl (WB) (Roseville)	2.7	1518	6829
Pleasant Grove Bl & Roseville Pw (NB) (Roseville)	1.9	4844	5206
Pleasant Grove Bl & Fiddymment Rd (EB) (Roseville)	2.7	437	2582
Pleasant Grove Bl & Camino Real Wy (EB) (Roseville)	1.8	695	3360
Woodcreek Oaks Bl & Crimson Ridge Wy (NB) (Roseville)	0.2	3621	1910

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Eureka Rd at Douglas Blvd (Roseville)	Proposed new stop	12503	1936
E Roseville Pkwy at Taylor Rd (Roseville)	Proposed new stop	10576	1937
Thrive Dr at Washington Blvd (Roseville)	Proposed new stop	4262	1999
Eureka Rd at Professional Dr (Roseville)	Proposed new stop	12503	1936
Junction Blvd at Aldridge Ln (Roseville)	Proposed new stop	532	6951
Junction Blvd at Sawtell Rd (Roseville)	Proposed new stop	1561	7028
Junction Blvd at Washington Blvd (Roseville)	Proposed new stop	742	4742
Washington Blvd at Freedom Way (Roseville)	Proposed new stop	4500	1514
Stanford Ranch Rd at Savemart Plaza (Rocklin)	Proposed new stop	1064	4881
Stanford Ranch Rd after Wildcat (Rocklin)	Proposed new stop	749	5195
Stanford Ranch Rd after West Oaks (Rocklin)	Proposed new stop	671	5978
Stanford Ranch Rd after Darby (Rocklin)	Proposed new stop	695	6225
Stanford Ranch Rd B4 Park Dr. X -Savemart Plaza (Rocklin)	Proposed new stop	1064	4881
Park Dr. after Theona Wy. (Rocklin)	Proposed new stop	1064	4881
Park Dr. after Farrier Rd (Rocklin)	Proposed new stop	1728	6377
Woodcreek Oaks Blvd at Pleasant Grove Blvd (Roseville)	Proposed new stop	658	4646
Fairway Dr at Cortina Cir (Roseville)	Proposed new stop	4110	2939
Springview Dr after S. Whitney Blvd. (Rocklin)	Proposed new stop	1045	5409
Springview Dr after Antelope Creek before Brookside Cir. (Rocklin)	Proposed new stop	762	4844
Springview Dr after E Sunwood (Rocklin)	Proposed new stop	762	4844
Sunset Blvd after Topaz Ave (Rocklin)	Proposed new stop	1272	4859
Sunset Blvd after Fairway Dr. (Rocklin)	Proposed new stop	1116	6245

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Park Dr. before Santa Fe (Rocklin)	Proposed new stop	1064	4881
Stanford Ranch Rd after Darby (Rocklin)	Proposed new stop	695	6225
Stanford Ranch Rd after West Oaks (Rocklin)	Proposed new stop	671	5978
Stanford Ranch Rd after Wildcat (Rocklin)	Proposed new stop	749	5195

Figure 13: Placer County Transit and Roseville Transit Existing and Planned Category 4 Stops

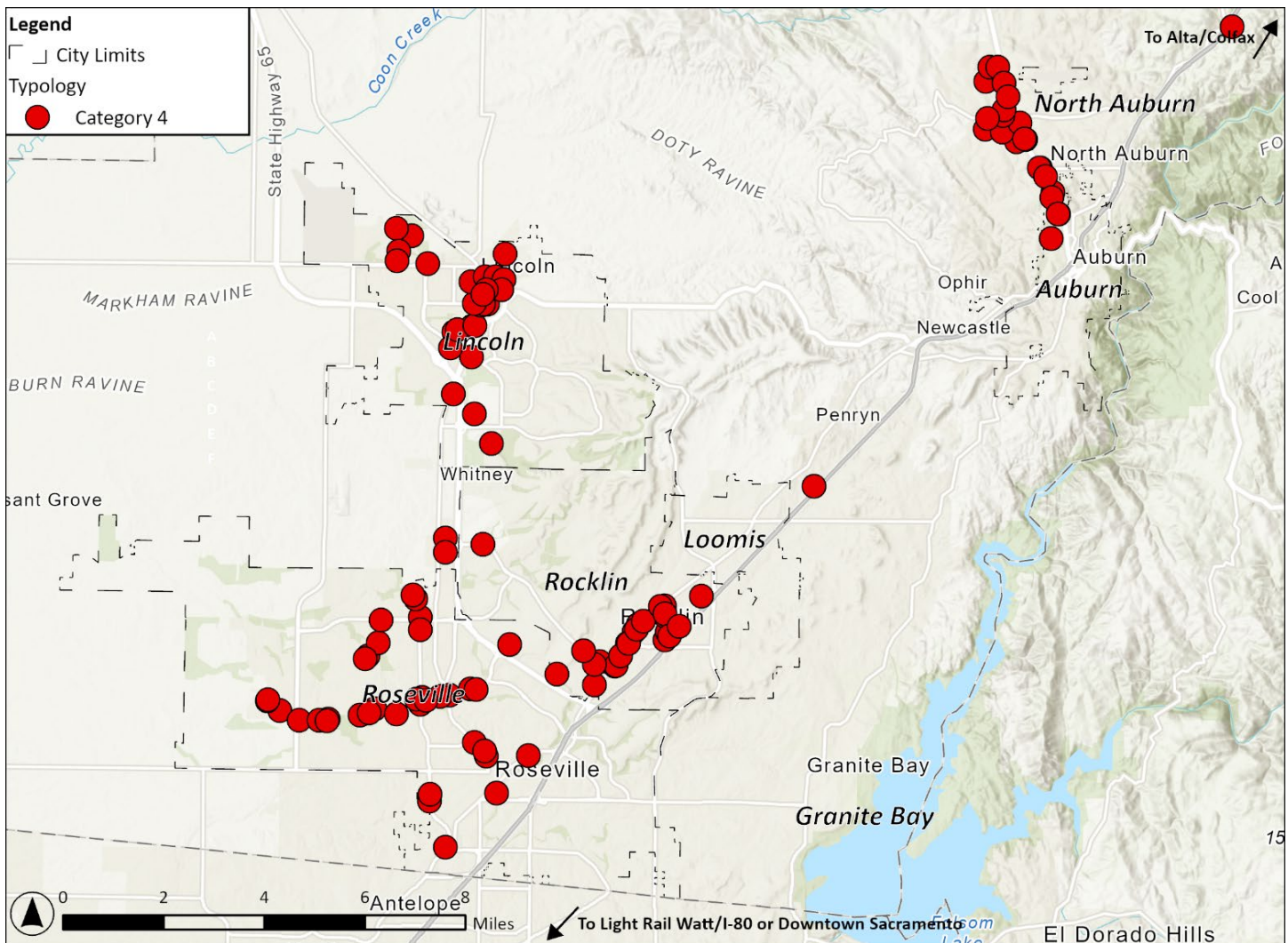


Table 22: Placer County Transit and Roseville Transit Existing and Planned Category 4 Stops

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Nicolaus and Joiner (Lincoln)	0.0	317	1201
Foskett Ranch School (Lincoln)	0.0	302	872
Venture at Lakeside (Lincoln)	0.0	302	872
Lakeside Dr after Floradale Way/Cobblestone Dr (Lincoln)	0.0	507	4404
Lakeside Dr at St Andrews (Lincoln)	0.0	250	2746
12th and East St (Lincoln)	2.2	1714	3206
Ferrari Ranch Rd after Danbury (Lincoln)	2.0	640	1022
Kaiser Lincoln (South Entrance) (Lincoln)	0.0	641	138
Twelve Bridges Middle School (Lincoln)	0.0	296	2058
Granite Drive (Rocklin)	2.0	2148	2458
Sierra Meadows Dr & Manzanita Dr (Rocklin)	0.0	3233	2313
Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) (Rocklin)	0.0	1828	1280
Sierra Meadows Dr & Pacific St (Rocklin)	0.0	1828	1280
Pacific St/Midas Ave (Rocklin)	1.0	1765	3405
Pacific St & Pine St (Rocklin)	1.0	1992	3101
Pacific St & Bush St (Rocklin)	0.0	1992	3101
Sunset Blvd & Atherton Rd (Rocklin)	0.0	2364	2827
S Whitney Blvd & Lincoln Ave (Rocklin)	0.0	2299	4571
Sunset Blvd & Springview Dr (Rocklin)	0.0	1166	3161
Pacific St & Farron St (Rocklin)	0.0	2099	2861
Pacific St & Bush St (Rocklin)	0.0	1992	3101
Pacific St & Pine St (Rocklin)	0.0	1992	3101
Pacific St/Midas Ave (Rocklin)	0.0	1817	1669

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Pacific St & Sierra Meadows Dr (Rocklin)	1.7	1828	1280
Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) (Rocklin)	1.7	1828	1280
Granite Dr & Sierra Meadows Dr (Rocklin)	0.0	2148	2458
Target (Auburn)	2.0	3233	2313
Granite Dr (Across from Church) (Rocklin)	0.0	3233	2313
Nevada St (Theater) (Auburn)	1.0	1139	2135
Hwy 49 & Edgewood Rd (Auburn)	1.0	848	2585
Hwy 49 & Luther (Auburn)	2.0	718	2669
Atwood Rd (Drive In) (Auburn)	0.0	2541	1563
Richardson Dr & B Ave (Auburn)	2.0	1300	1334
F Ave & 1st St (DeWitt) (Auburn)	1.5	1152	1138
Hwy 49 & Atwood Rd (Bel Air) (Auburn)	0.0	2541	1563
Plaza Dr & Plaza Way (Auburn)	1.0	1600	1068
Professional Dr & Bell Rd (Auburn)	1.0	1061	1183
Education St & Professional Dr (Auburn)	2.9	1061	1205
Chana Park (Auburn)	0.0	1470	3148
Richardson Dr & Dry Creek (Auburn)	0.0	1223	1882
Dry Creek Rd & Dry Lake Ln (Auburn)	1.5	967	927
Hwy 49 & Dry Creek Rd (RCMHP) (Auburn)	2.9	1061	1183
Hwy 49 & Quartz Dr (Auburn)	1.5	1015	1204
Bell Rd & County Center Dr (Auburn)	0.0	1300	1334
Hwy 49 & Luther (Auburn)	0.0	932	1914
Hwy 49 and Live Oak Ln (Auburn)	0.0	718	2669
Nevada Way & Nevada St (Auburn)	1.5	848	2585
Nevada St (Theater) (Auburn)	0.0	1139	2135

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Nevada St & Post Office (SB) (Auburn)	0.0	495	786
Hwy 49 & Atwood Rd (Bel Air) (Auburn)	2.9	2541	1563
Clipper Gap Park-n-Ride (Auburn)	1.2	43	244
Penryn Park and Ride (Penryn)	1.8	220	729
E St & 1st St (Lincoln)	1.6	1490	3442
Ferrari Ranch Rd & Lincoln Blvd (Lincoln)	1.0	1002	2854
Sterling Pkwy & Joiner Pkwy (Lincoln)	1.1	639	949
Ferrari Ranch Rd & Groveland W (Lincoln)	1.6	500	1448
Ferrari Ranch Rd & Kensington Ln (Lincoln)	0.0	1054	4542
Lincoln Blvd & Ferrari Ranch Rd (Lincoln)	0.0	1002	2854
Lincoln Blvd & 1st St (Lincoln)	0.0	987	2363
1st St & F St (Lincoln)	0.0	1490	3442
1st St & I St (Lincoln)	0.0	1490	3442
J St & 6th St (Lincoln)	0.0	1386	2557
7th St & F St (Lincoln)	0.0	1344	2516
7th St & C St (Lincoln)	1.1	1714	3206
East Ave & 6th St (Lincoln)	0.0	189	504
McBean Park Dr & A St (Lincoln)	0.0	232	688
McBean Park Dr & E St (Lincoln)	0.0	1649	3126
3rd St & F St (Across from Walmart) (Lincoln)	0.0	1649	3126
Foothills Blvd & Vineyard Rd (SB) (Roseville)	0.1	896	1437
Foothills Blvd & Pleasant Grove Blvd (SB) (Roseville)	1.0	2655	2910
Foothills Blvd & Pleasant Grove Blvd (NB) (Roseville)	0.2	3184	2803
Foothills Blvd & Blue Oaks Blvd (NB) (Roseville)	0.6	3384	2228
Pleasant Grove Blvd & Foothills Blvd (WB) (Roseville)	0.7	2655	2910
Pleasant Grove Blvd & Sun City Blvd (WB) (Roseville)	0.7	695	3360

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Pleasant Grove Blvd & Washington Blvd (EB) (Roseville)	1.1	3356	2491
Pleasant Grove Blvd & Gallilee Rd (WB) (Roseville)	0.5	3356	2491
Pleasant Grove Blvd & Hallisey Dr (WB) (Roseville)	0.0	2494	4432
Pleasant Grove Blvd & Gold Coast Dr (EB) (Roseville)	0.7	2494	4432
Washington Blvd & All American City Blvd (SB) (Roseville)	0.3	1025	3296
Washington Blvd & Junction Blvd (SB) (Roseville)	0.3	1001	3984
Atlantic St & Center St (NB) (Roseville)	0.0	2277	2045
Foothills Blvd & Albertsons Dr (NB) (Roseville)	0.0	3384	2228
Foothills Blvd & Vineyard Rd (NB) (Roseville)	0.0	896	1437
Woodcreek Oaks Blvd & Pleasant Grove Blvd (NB) (Roseville)	1.4	688	4479
Woodcreek Oaks Blvd & Horncastle (NB) (Roseville)	0.3	2549	2671
Woodcreek Oaks Blvd & Crimson Ridge Wy (SB) (Roseville)	0.6	2549	2671
Woodcreek Oaks Blvd & Horncastle Ave (SB) (Roseville)	0.6	2549	2671
Pleasant Grove Blvd & Foothills Blvd (EB) (Roseville)	1.9	3184	2803
Taylor St & Royer St (WB) (Roseville)	1.7	3443	4581
Foothills Blvd & Cirby Wy (NB) (Roseville)	0.0	1272	1728
Foothills Blvd & Winding Creek Way (SB) (Roseville)	2.7	195	122
Foothills Blvd & Winding Creek Court (NB) (Roseville)	0.1	195	122
Fairway Dr & Pleasant Grove Blvd (EB) (Roseville)	2.5	3516	4069
Pleasant Grove Bl & Kennerleigh Pw (WB) (Roseville)	0.9	280	2110

Bus Stop Name	Average Weekday Boardings	Job Density (Jobs/Square Mile)	Population Density (Persons/Square Mile)
Pleasant Grove Bl & Rothbury Ln (EB) (Roseville)	2.6	280	2110
Pleasant Grove Bl & Woodcreek Oaks Bl (EB) (Roseville)	1.8	688	4479
Pleasant Grove Bl & Country Club Dr (EB) (Roseville)	1.3	723	4527
Pleasant Grove Bl & Village Plaza Dr (WB) (Roseville)	1.1	218	2259
Blue Oaks Blvd at Woodcreek Oaks Blvd (Roseville)	Proposed new stop	2803	2974
Washington Blvd at All America City Blvd (Roseville)	Proposed new stop	1025	3296
Pleasant Grove Blvd at Sun City Blvd (Roseville)	Proposed new stop	695	3360
Springview Dr after Springview meadows (Rocklin)	Proposed new stop	1350	4290
Springview Dr before 2nd Shannon Bay Dr. (Rocklin)	Proposed new stop	1166	3161
Sunset Blvd after Whitney Blvd (Rocklin)	Proposed new stop	1247	3625
Placer Corp Dr before Industrial Ave (Lincoln)	Proposed new stop	333	115
S. Loop Rd. before Sunset Blvd (Rocklin)	Proposed new stop	333	115

APPENDIX B: BUS STOP INVENTORY MATRIX

The Bus Stop Inventory Matrix can be found as a standalone file on the [project website](#).

APPENDIX C: BOARDING AND ALIGHTINGS MATRIX

Table 23: Roseville Transit Bus Stop Boardings and Alightings Matrix

Stop Name	Stop ID	Routes Served	Average Daily Boardings	Average Daily Alightings
Galleria Transfer Point	53129	A, B, E, M	100	100
Louis Orlando Transfer Point	53000	A, B, R	74	61
Civic Center Transfer Point (SB)	53043	B, L	58	53
Civic Center Transfer Point (NB)	53044	A, D	41	37
Sierra Gardens Transfer Point	53163	A, B, C, E, F	27	23
Cirby Wy & Sunrise Ave (WB)	53081	A	8	8
Sunrise Ave & Cirby Wy (NB)	53158	B, C	8	10
Sunrise Ave & Conroy Ln (SB)	53078	A, F	6	5
Atlantic St & Center St (SB)	53127	A	6	5
N Sunrise Ave & Douglas Blvd (NB)	53075	B, C, F	5	8
Rothbury Ln & Elmsett Pl (EB)	53301	M	5	4
Riverside Ave & Cirby Wy (NB)	53084	A	5	1
Sierra College Blvd & Douglas Blvd	53119	L	5	5
Pleasant Grove Blvd & Foothills Blvd (EB)	53034	D, M	5	4
Sierra Gardens Dr & Santa Clara Dr (WB)	53295	L	4	6
Justice Center Drive & Industrial Ave (WB)	53263	S	4	3
Sunrise Ave & Coloma Wy (NB)	53079	B, C	4	6
Woodcreek Oaks Blvd & Blue Oaks Blvd (SB)	53179	D, M	4	2
Cirby Wy & Riverside Ave (EB)	53083	B	4	5
N Sunrise Ave & E Roseville Pkwy (NB)	53065	A, B	4	5
Main St & Washington Blvd (WB)	53047	A	4	2
Riverside Ave & 6th St (NB)	Not Assigned	A	4	2

Stop Name	Stop ID	Routes Served	Average Daily Boardings	Average Daily Alightings
Riverside Ave & Cherry St (NB)	53283	A	4	2
Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB)	53024	M	4	5
Pleasant Grove at Woodcreek Oaks SE	53183	D, M	4	4

Figure 14: Roseville Transit Top 25 Highest Average Daily Boarding and Alighting Stops

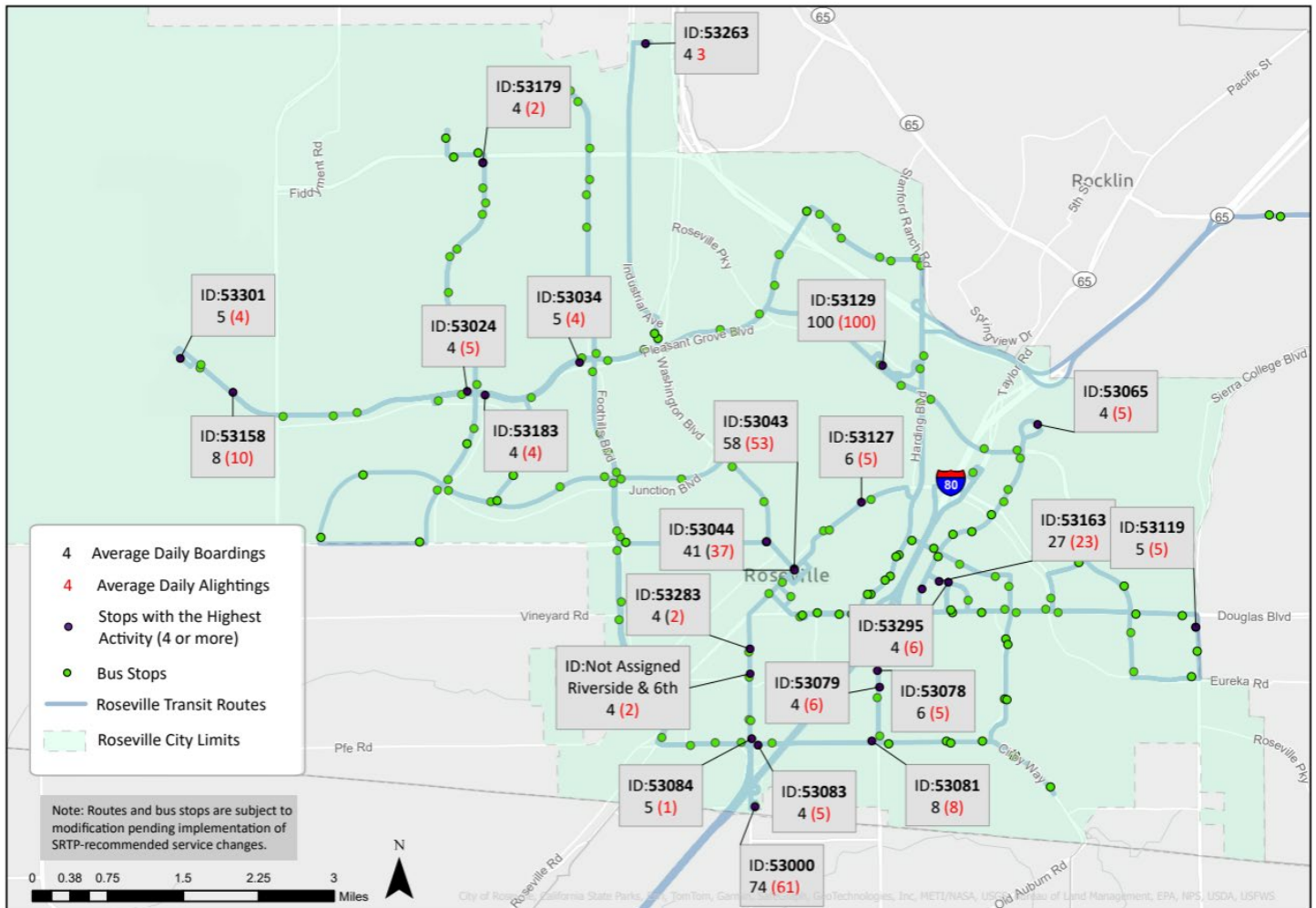


Figure 15: Roseville Transit Top 25 Highest Average Daily Boarding Stops

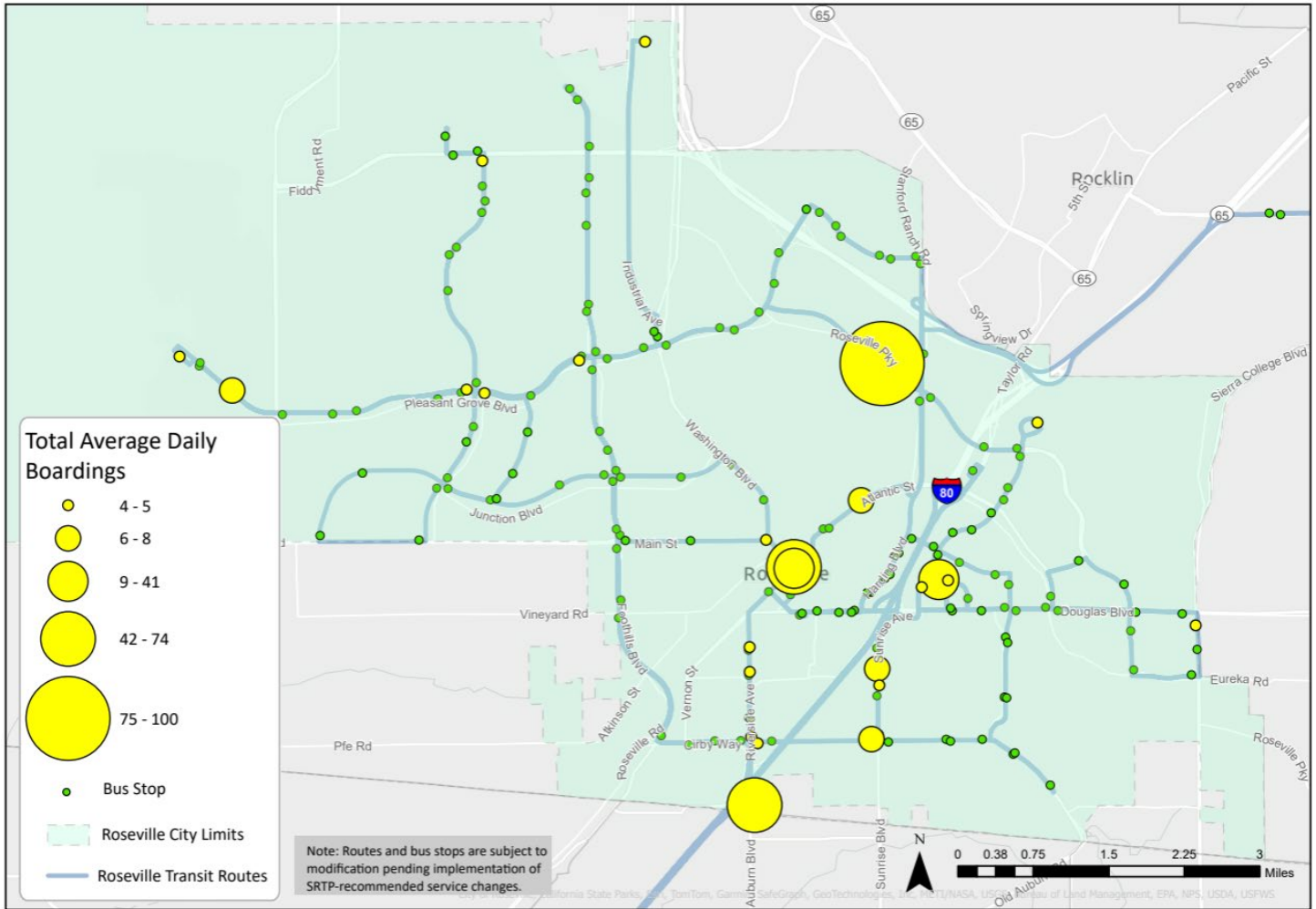


Table 24: Placer County Transit Bus Stop Boardings and Alightings Matrix

Stop Name	Stop ID	Routes Served	Average Daily Boardings	Average Daily Alightings
Roseville Galleria (Roseville)	1003	10, 20	153	153
Twelve Bridges Library (Lincoln)	2023	20, 70	117	76
Auburn Station (Auburn)	1001	10, 30, 60	106	84
Louis Ln & Orlando Ave (Roseville)	1004	10	38	28
Thunder Valley Casino (Lincoln)	2024	20	35	33
Sierra College -WB (Rocklin)	1002	10, 20, 50	33	15
3rd St & F St (Walmart) (Lincoln)	7001	20, 70	22	5
Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville)	6005	60	21	14

Stop Name	Stop ID	Routes Served	Average Daily Boardings	Average Daily Alightings
Rocklin Station (Rocklin)	6004	60	15	16
Ferrari Ranch Rd & Caledon Cir (E) (Lincoln)	7008	70	15	13
Sierra College – EB (Rocklin)	1005	10, 50	10	24
Sunset Blvd & Atherton Rd (Rocklin)	2025	20	10	0
Sunset Blvd & Park Dr (Rocklin)	2017	20	9	2
Ferrari Ranch Rd & Groveland E (Lincoln)	7009	70	8	9
Colfax Depot (Colfax)	4001	40	8	9
R St & Shamrock Ct (Lincoln)	7017	70	7	8
Target (Auburn)	3010	30	7	11
Sunset Blvd & Lonetree Blvd (Rocklin)	2026	20	6	2
Stanford Ranch Rd & Fairway Dr (Rocklin)	2032	20	6	3
Galena Dr & Quartz Dr (Auburn)	3015	30	6	4
Rocklin Crossings (Walmart) (Rocklin)	2046	20	6	3
3rd St & O St (Senior Complex) (Lincoln)	7018	70	5	2
Ferrari Ranch Rd & Sorrento Pkwy (Lincoln)	7006	70	5	3
Loomis Station (Loomis)	6003	60	5	5
Sunset Blvd & Park Dr (Rocklin)	2029	20	5	3

Figure 16: Placer County Transit Top 25 Highest Average Daily Boarding and Alighting Stops

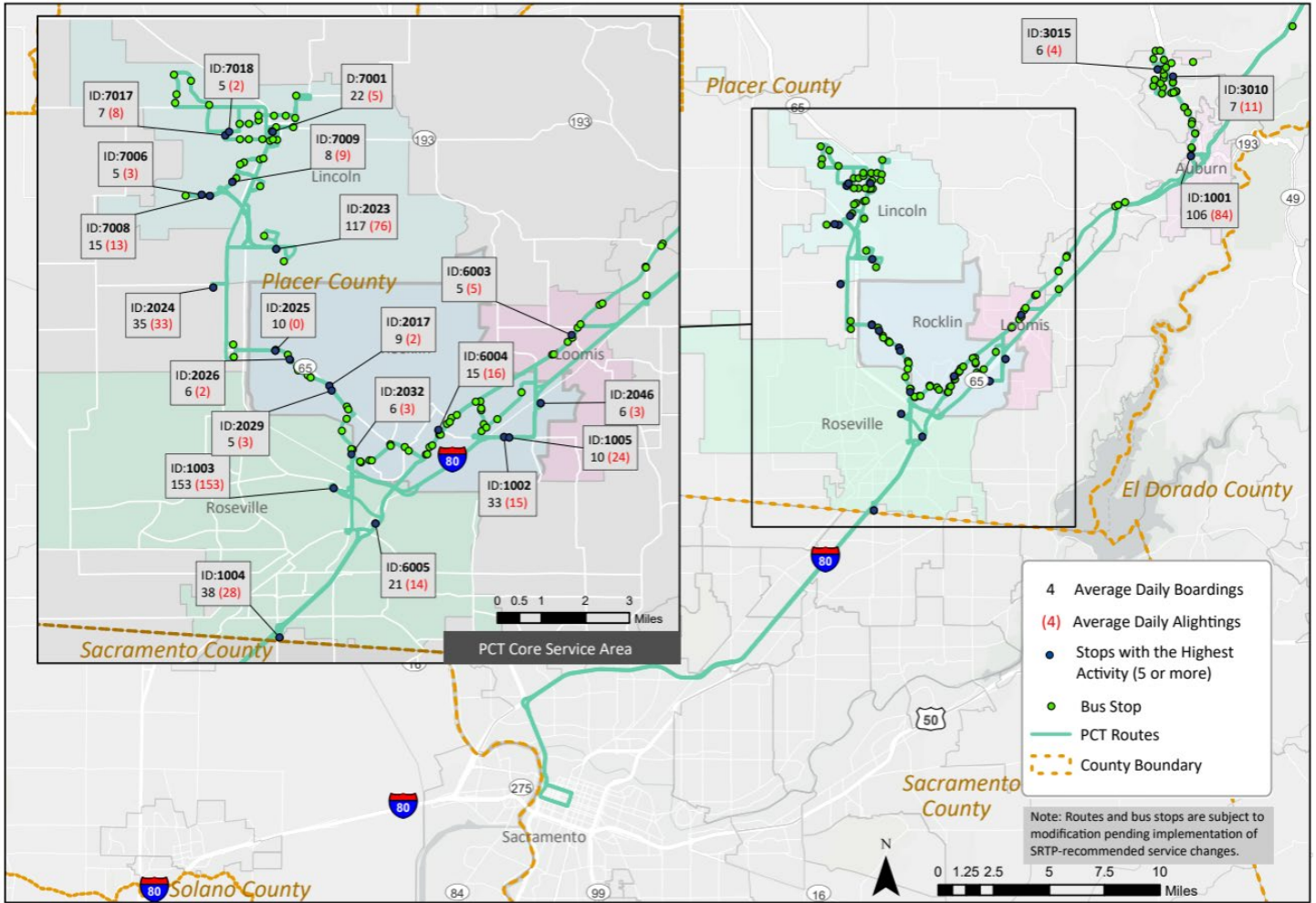
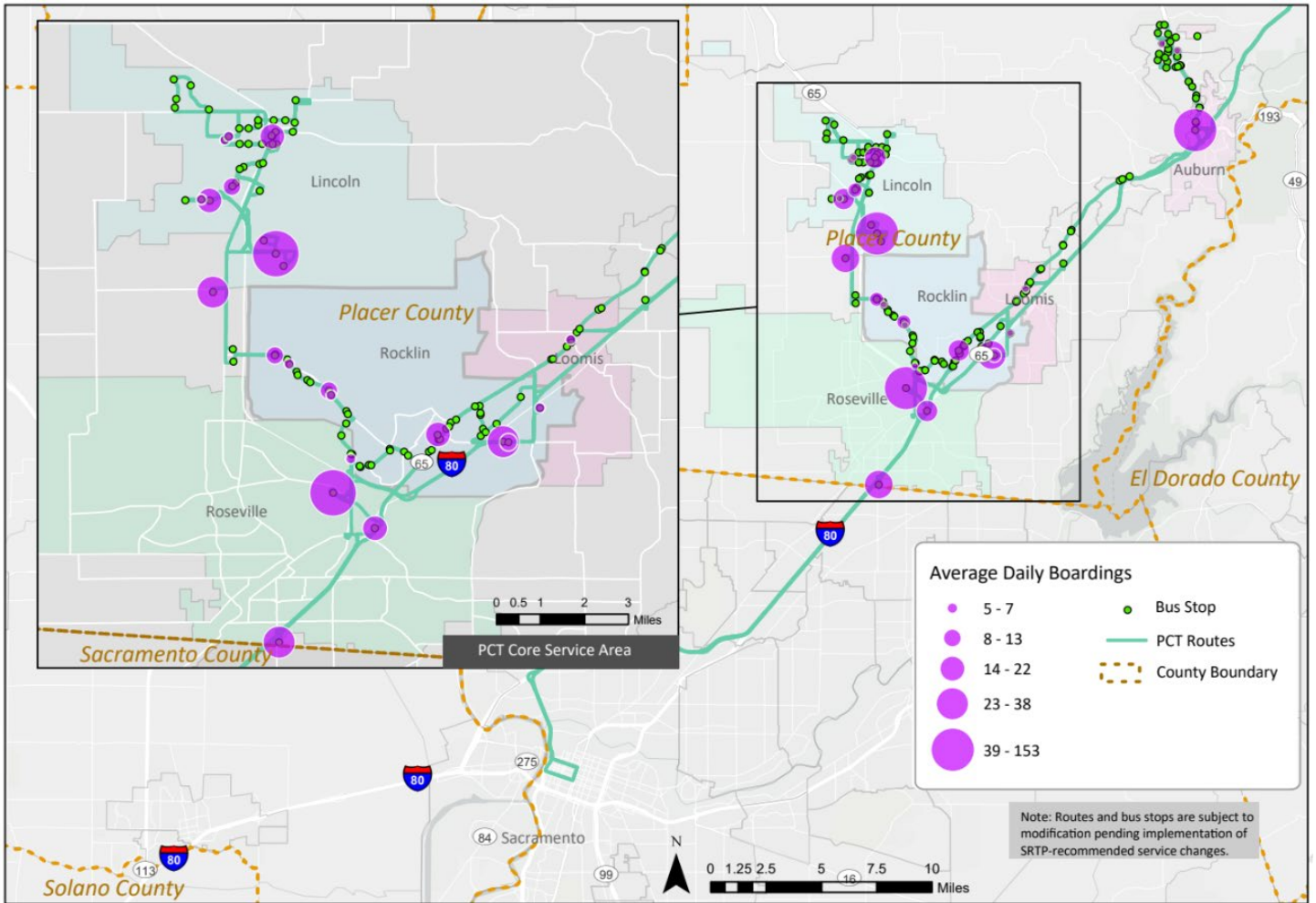


Figure 17: Placer County Transit Top 25 Highest Average Daily Boarding Stops



APPENDIX D: LOCAL CAPITAL IMPROVEMENT PROGRAM PROJECTS

Table 25: Projects Adjacent to Bus Stops from Capital Improvement Programs

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
City of Rocklin	At-Grade Railroad Roadway and Pedestrian Improvements	Various at-grade railroad crossings in the city are being assessed to identify the following: gaps in the sidewalk network, roadway safety improvements, and pavement resurfacing on streets where rail crossings exist. The priority order of railroad crossings is Farron Street, Del Mar Avenue, Midas Avenue, and Dominguez Road.	Adjacent to bus stop facilities at Pacific Street and Midas Avenue intersection	\$4,157,900	12/31/2028
City of Rocklin	Local Roadway Safety Plan Implementation Program	Implement safety improvements identified in the Local Roadway Safety Plan (LRSP), including the installation of bicycle lanes and traffic signals. The LRSP is being updated in 2025. Engineering is identifying improvements based on priority factors such as risk, feasibility, and the ability to include as an enhancement to an existing project.	Includes road segments with bus stop facilities: Pacific Street, Rocklin Road, and Sunset Boulevard	\$1,050,000	Ongoing

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
City of Rocklin	Pavement Management Program	Program for the annual road pavement maintenance throughout the city. The Pavement Management Program is currently being updated to identify the next priority locations for road pavement maintenance.	Includes road segments with bus stop facilities: Pacific Street, Rocklin Road, and Sunset Boulevard	\$9,495,056	Ongoing
City of Rocklin	Rocklin Road Widening	This first phase of the project will perform preliminary engineering to identify the ultimate right-of-way necessary for widening Rocklin Road from four lanes to six between I-80 and Sierra College Boulevard. Preliminary engineering can study traffic impacts, assuming the diverging diamond interchange at I-80/Rocklin Road is constructed, as well as early environmental concerns. There is no construction timeline associated with this project.	Adjacent to bus stop facilities on Rocklin Road	\$200,278	06/30/2026

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
City of Rocklin	Sunset Boulevard Widening	Widening of eastbound Sunset Boulevard from SR 65 to east of Atherton Road to provide for three eastbound lanes consistent with the General Plan. The work will include a third eastbound travel lane, sidewalk, curb, gutter, street lighting, and landscaping. The current phase is to obtain California Environmental Quality Act clearance, identify right of way impacts, and prepare the conceptual design.	Adjacent to bus stop facilities on Sunset Boulevard	\$4,287,752	12/31/2027

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
Town of Loomis	Taylor Road Corridor Study	Study the full limits of Taylor Road to identify improvements that would address both capacity and safety needs. Some of the items to consider include relocating the Rapid Rectangular Flashing Beacons to be closer to the street, installation of crosswalk speed tables at Oak Street and Town Hall, possible signalization of Walnut Street, possible roundabouts at Horseshoe Bar and King Road, and signalization or right turn lane into the first parking lot at Del Oro High School.	Adjacent to bus stop facilities on Taylor Road	\$75,000	TBD

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
City of Lincoln	Ferrari Ranch Road Intersection Improvements Project	Install roundabouts at the intersection of Ferrari Ranch Road with Sun City Boulevard and at the intersection of Ferrari Ranch Road with Ingram Slough. Additionally, the project will widen Ferrari Ranch Road from two to four lanes between Ingram Slough and the bridge that is located approximately 1,200 feet east of Lincoln Boulevard.	Adjacent to bus stop facilities at Ferrari Ranch Road and Lincoln Boulevard intersection	\$10,000,000	TBD
City of Lincoln	I Street Rehabilitation	The project will include reconstruction of pavement, curb and gutter, sidewalk, driveway conforms, curb ramps and pavement striping on I Street between 1 st Street to 4 th Street.	Adjacent to bus stop facilities on I Street	\$2,100,000	TBD
City of Lincoln	7 th Street Bicycle Lanes Project	Recently completed bike lane on 7 th Street between J Street and East Avenue	Adjacent to three bus stops along 7 th Street	N/A	Completed
City of Lincoln	J Street Bicycle Lanes Project	Recently completed bike lane on J Street between 9 th Street and 6 th Street	Adjacent to one bus stop on J Street	N/A	Completed

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
City of Lincoln	3 rd Street and O Street Bicycle Lanes Project	Recently completed bike lane on 3 rd Street and O Street	Adjacent to bus stops along 3 rd Street and O Street	N/A	Completed
City of Lincoln	Transit Stop Improvement Project – Phases 1 and 2	Recently completed project for 17 transit stops (phase 1) and four transit stops (phase 2) in Lincoln’s central commercial district	Various improvements at and around transit stops	N/A	Completed
City of Lincoln	5 th Street Bicycle Lanes Project	Recently completed bike lane on 5 th Street between Lincoln Boulevard and Joiner Parkway	Adjacent to two bus stops along 5 th Street	N/A	Completed
City of Colfax	CDBG Road Rehabilitation Project	Road rehabilitation project on East Church Street, East Oak Street, Marvin Avenue, and Depot Street	Close proximity to bus stop on Railroad Avenue	N/A	2025
County of Placer Department of Public Works	Atwood Road Improvements	Widen and CGS infill from Richardson Drive to 1 st Street; signalization and intersection improvements at 1 st Street	Adjacent to one bus stop along Atwood Road	\$924,000	TBD
County of Placer Department of Public Works	Auburn Folsom Road Improvements	Shoulder Widening from City of Auburn to Shirland Tract Road	Adjacent to two bus stops along Auburn Folsom Road	\$744,300	TBD
County of Placer Department of Public Works	Auburn Ravine Road Improvements	Widen to four lanes and construct ramps at I-80 overcrossing; bike lane from SPRR to City of Auburn	Adjacent to one bus stop on Foresthill Road	\$3,569,800	TBD

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
County of Placer Department of Public Works	Bell Road Intersection Improvements	Signalization and intersection improvements at 1 st Street/Blue Oaks Drive and Richardson Drive	Adjacent to one bus stop on Bell Road	\$829,800	TBD
County of Placer Department of Public Works	Education Street Intersection Improvements	Construct 40-foot roadway from end to Richardson Drive and from SR 49 to Quartz Drive; improve existing two lanes from SR 49 to Professional Drive	Adjacent to one bus stop on Education Street	\$4,753,000	TBD
County of Placer Department of Public Works	Galena Drive Road Project	Construct two lanes from Quartz Drive to Education Street	Adjacent to one bus stop on Galena Drive	\$276,600	TBD
County of Placer Department of Public Works	Professional Drive/1 st Street Project	Construct 40-foot roadway between 1 st Street and Atwood Road	Adjacent to one bus stop on 1 st Street	\$3,233,100	TBD
County of Placer Department of Public Works	Quartz Drive Project	Construct 40-foot roadway between SR 49 and Bell Road	Adjacent to three bus stops along Quartz Drive	\$7,446,900	TBD
County of Placer Department of Public Works	Richardson Drive Project	Construct 40-foot roadway from Dry Creek Road to Bell Road	Adjacent to two bus stops along Richardson Drive	\$6,735,600	TBD
County of Placer Department of Public Works	Willowcreek Drive Project	Construct four lanes from SR 49 to 3 rd Street	Adjacent to one bus stop on F Avenue	\$1,035,900	TBD
County of Placer Department of Public Works	State Route 49 Road Improvements	Widen to six lanes from Dry Creek Road to Bell Road and Luther Road to Nevada Street; intersection improvements and signalization at various intersections.	Adjacent to seven bus stops along SR 49	\$32,402,500	TBD

Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
County of Placer Department of Public Works	Sierra College Boulevard	Widen to four lanes from Rocklin Road to I-80	Adjacent to one bus stop on Sierra College Boulevard	TBD	TBD

APPENDIX E: GENERAL STOP DESIGN AND IMPROVEMENT CRITERIA

The General Stop Design and Improvement Criteria report can be found as a standalone file on the [project website](#).

APPENDIX F: POTENTIAL FUNDING SOURCES

The Potential Funding Sources table can be found as a standalone file on the [project website](#).

APPENDIX G: BUS STOP IMPROVEMENT COST ESTIMATES

The Bus Stop Improvement Cost Estimates tables can be found as a standalone file on the [project website](#).